

# GRAIN DEALERS JOURNAL

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Vol. XXXVII. No. 5.

Chicago, Ill., U. S. A., September 10, 1916.

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TEN CENTS PER COPY

G MORE PERSONAL AMBITION  
R Is **NO** — thing to  
A — body  
I — how  
N **McKENNA & RODGERS**  
Chicago Board of Trade — are for you

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Corn, Oats and Barley  
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**Goffe & Carkener**  
Grain Commission  
St. Louis Kansas City

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Established - 1875  
Incorporated - 1910  
Peoria, Ill. Handling Grain on Commission  
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GRAIN COMMISSION  
Correspondence Solicited Peoria, Ill.

"It's the Service"  
**Nash-Wright Grain Co.**  
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Buyers and Shippers  
Consignments and orders for futures solicited  
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Duluth Minneapolis  
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**COURTEEN SEED CO.**  
RED—WHITE—ALSIKE—ALFALFA  
Clovers, Timothy  
MILLETS, GRASSES, ETC. GRAIN BAGS  
MILWAUKEE, WIS.

Established 1877  
**Langenberg Bros. Grain Co.**  
St. Louis New Orleans

**B. F. Schwartz & Co.**  
Incorporated

**The Ady & Crowe Merc. Co.**  
Denver, Colo.  
Wholesale  
Grain, Hay, Salt, Poultry Feeds,  
Calf Meal  
Write for prices

**WHEAT**  
Corn-Oats-Rye  
**J. A. Manger & Co.**  
216-218 Chamber of Commerce  
BALTIMORE, MD.

SELL or CONSIGN  
your  
**NEW OATS**  
to  
**DUDLEY M. IRWIN**  
BUFFALO, N. Y. NEW YORK CITY  
Chamber of Commerce Bldg. Produce Exchange

## Friction Clutches

Catalog No. 38 shows our complete line of elevating, conveying and power transmitting machinery.

and friction clutch pulleys. We make several types, each of which is adapted to certain conditions. The Caldwell standard clutch will give excellent service and is easily adjusted by unskilled mechanics.

If you have any special clutch problems, our 40 years' experience is at your service.

**H. W. CALDWELL & SON CO.**  
CHICAGO 17TH STREET AND WESTERN AVENUE  
NEW YORK 50 CHURCH STREET



## Elevator Opening Announcement

The Urdike Grain Company takes great pride in announcing to the grain trade that it is now operating the new million and one-quarter bushel capacity elevator constructed by the Chicago & Northwestern Railroad Company at Milwaukee, Wis. This new elevator is the most modern in the world. Every facility which brains and money afford for receiving, handling and shipping grain are in this plant.

**The Urdike Grain Company has opened offices in Milwaukee, Wis. at 373 Broadway, opposite the Chamber of Commerce, where it will be very glad to hear from the trade everywhere who wish to buy grain or have grain to sell to or thru the Milwaukee market.**

## CINCINNATI'S RELIABLE FIRMS

are offering you an opportunity to share in the profits accruing regularly to its steady patrons.

The crops of the Southeastern States, especially the local "horse tooth" corn, are smaller this year than for many years past, and that section must seek its supplies from other sources.

**CINCINNATI** will supply a large part of the shortage, besides catering to its regular consuming trade, and its local industries. This will insure an active demand for all grain shipped to this market. Start acquiring the Cincinnati habit now—bill your next car to any of the following:

**W. L. Brown & Co.**

Consignments of Hay and Grain

**Brouse Skidmore Grain Co.**

Milling Grain a Specialty

**Cleveland Grain Co.**

Cash Grain and Consignments

**The Cincinnati Grain & Hay Co.**

Commission Merchants

**De Molet Grain Co.**

We Solicit Consignments

**Ellis & Fleming**

Commission Grain and Hay

**The Fitzgerald Bros. Co.**

Consignments Only

**Dan B. Granger & Co.**

We Want Your Consignments

**Albert C. Gale & Co.**

Brokerage and Commission

**The Mutual Commission Co.**

Strictly Commission

**J. F. O'Brien & Co.**

Consign Your Next Car to Us

**The Union Grain & Hay Co.**

Quick Returns

**The Willey Grain Co.**

Commission Merchants

**B. W. Wasson & Co.**

Grain Merchants





THE BALTIMORE CHAMBER OF COMMERCE

## *An Invitation* **TO GRAIN DEALERS EVERYWHERE:**

With all the sincerity that we can command—with the belief firm that we will make your stay with us pleasant and profitable—with the knowledge that we have much of interest to show you—with hotel accommodations here ideal, and with Maryland dishes never more tempting than they are in the early Fall—with climatic conditions at Convention time balmy and invigorating—with an entertainment in store for you that will arouse your enthusiastic approval—the grain trade of Baltimore, through its parent body, The Baltimore Chamber of Commerce, invites you to pay us a visit for at least the three days of Sept. 25, 26 and 27, when the 20th Annual Convention of the

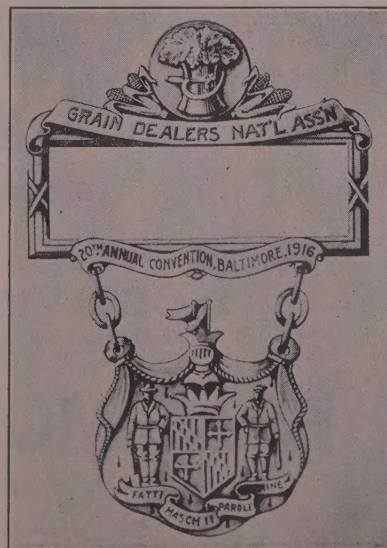
### **GRAIN DEALERS' NATIONAL ASSOCIATION**

will take place in this city. To those who have already sojourned within the gates of this community of culture, industrialism and splendid institutions, these words will cause a pleasant reflection in the mirror of the mind. To the stranger to the "Monumental City" we say, COME!

### **THE PORT OF OPEN DOORS BIDS YOU WELCOME**

THE BALTIMORE CHAMBER OF COMMERCE,  
James C. Legg, President,  
James B. Hessong, Sec'y-Treas.

August 30, 1916.





JOHN J. BUFFINGTON

HOWARD O. BUFFINGTON

**JOHN J. BUFFINGTON & CO.**

WHOLESALE

**SEED MERCHANTS****5-7 W. Lombard Street - - BALTIMORE, MD.**

Clover, Timothy, Orchard Grass, Red Top, Blue Grass, Millet, Hungarian, Rape, Rye, Buckwheat, Vetch, Cow Peas, Sorghum, Seed Wheat, Kaffir Corn, Onion Sets, Poultry and Chick Feed, Bird Seed, Etc.

**C. P. BLACKBURN & CO.****GRAIN****Receivers****Exporters****Chamber of Commerce,****BALTIMORE, MARYLAND****JOHN T. FAHEY & CO.****GRAIN****Receivers and Exporters****BALTIMORE, MARYLAND**



## We Are Buyers At All Times

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and All Grains That Enter into the  
Manufacture of Poultry Foods

**WE ARE ALSO BUYERS**  
**Red Clover, Alfalfa,**  
**Alsike, Timothy and**  
**All Kinds of Grass**  
**and Clover Seeds**

Mail Samples with Best Prices

**J. Bolgiano & Son**

Founded 1818

Our 98th Year

Stores and Offices:

Pratt, Light and Ellicott Streets

Warehouses:

Montgomery St., Key Highway and Harbor

**Baltimore Maryland**

## Baltimore's Local Com'ites on the National Convention.

As hosts the members of the Baltimore Chamber of Commerce are making the completest arrangements for the convention of the Grain Dealers National Ass'n, thru the following seven com'ites, specially appointed:

### Finance.

John H. Gildea, Jr., chairman; John M. Dennis, George S. Jackson, Ferdinand A. Meyer, E. F. Richards.

### Arrangements.

Charles England, chairman; John W. Snyder, Lewis J. Lederer, Charles P. Blackburn, J. Adam Manger, Joseph M. Warfield, William Hopps.

### Entertainment.

A. R. Dennis, chairman; Thomas C. Craft, Jr., Eugene H. Beer, Charles C. Macgill, Harry C. Jones, J. Barry Mahool, J. Frank Ryley.

### Publicity.

J. Collin Vincent, chairman; John J. Snyder, Egil Steen, Robert D. Sinton, Harry E. Elgert.

### Transportation.

Herbert Sheridan, chairman; T. Murray Maynadier, Wm. R. Askew, division freight agent, Baltimore & Ohio railroad; Dudley G. Gray, general freight agent, Western Maryland Railway Co.; Walter S. Franklin, Jr., division freight agent, Pennsylvania railroad; Thomas Johnston.

### Reception.

Eugene Blackford, chairman; William E. Harris, J. B. William Hax, William H. Stude, Henry A. Lederer, Joseph C. Legg, W. Leroy Snyder, D. Yulee Huyett, Walter F. Macneal, Oscar Gibson, Gustav Herzer, Jr., Edward Netre, William R. Wilmer, William Rodgers, Clarence A. Euler.

### General Com'ite.

James C. Legg, chairman; John H. Gildea, Jr., Charles England, A. R. Dennis, J. Collin Vincent, Herbert Sheridan, Eugene Blackford.

ESTABLISHED 1878

**John C. Legg & Co.**

**GRAIN  
H A Y  
FLOUR**

**Commission Merchants**

**The Oldest House in Our Line**

**BALTIMORE**

# WELCOME TO THE GRAIN DEALERS' NATIONAL CONVENTION

Sept. 25, 26, 27

**BE WITH US**

**G. A. HAX & COMPANY**

**408 Guilford Avenue**

**BALTIMORE**

**ROBINSON & JACKSON**  
**GRAIN**

**COMMISSION MERCHANTS**

**BALTIMORE, MARYLAND**

ESTABLISHED 1886



# FRAME, KNIGHT & CO.

## Commission Merchants

[Members of Chamber of Commerce]  
[Members of Grain Dealers Nat'l Ass'n]

No. 121 S. Calvert Street,  
BALTIMORE, MD.

# GRAIN, HAY and SEEDS

We Solicit Your Shipments

Personal Attention to Consignments

D. YULEE HUYETT, Manager

### Advantages of Exporting to the Dealer.

BY MR. HERBERT SHERIDAN,

Traffic Manager, Chamber of Commerce.

Owners of grain at country points are frequently at a loss to know what is best to do in order to realize greatest profits in sales. If further holding of grain appears desirable, is this the conclusion reached by the careful perusal of weekly letters from leaders in the trade, coupled with observation and sifting of facts? If there is a decision to ship, how shall the selection of a market be made? The talking points of other markets are recognized and the honorable dealings of the majority of men in the trade these days are also recognized as an accepted fact, and therefore creates no comment; so that Baltimore merely steps out on roll call and says,

Ship Here, Because

Inspection is fair.

Weights are correct.

Prices are right.

The railroads have quickened the movement of cars and have installed increased dryers to treat the excess moisture grain. The market readily absorbs offerings and, as European buyers have for generations looked to this port for satisfactory shipments of grain and not been disappointed, all concerned are bound to share in the benefits of that favoritism.

Baltimore will certainly preserve her enviable standing in foreign markets. Satisfactory relations have always existed between the Baltimore Chamber of Commerce members and grain shippers of Maryland, Virginia, Pennsylvania, Michigan, Ohio, Indiana, Illinois and the West; and while other ports have also been recognized and no one would interfere with recognition, the facilities of this port have frequently been overtaxed to provide for grain turned this way as tribute to the methods and honorable dealing of Baltimore.

Fortunately export elevator facilities are being increased.

**Why Baltimore Is Best Port for Grain Exports.**—Baltimore seeks no strife of words or actions wherein the high-ways leading to other ports will be less popular or less frequented. Rather would this port continue the policy of trying so to deal with the domestic shipper and foreign buyers;

## Grain Drafts on Baltimore

For prompt and efficient service in handling this class of business, instruct your Bank to send direct to the

## Union Trust Company BALTIMORE

We make a specialty of this class of business and our rates will please you.

### OFFICERS

JOHN M. DENNIS, President

JOSHUA S. DEW, Secretary

MAURICE H. GRAPE, Vice President

WM. O. PEIRSON, Treasurer



with the railroads and ocean vessels that grain traffic shall continue moving with least possible friction and expense and greatest satisfaction to all concerned. Our harbor has ample accommodations for ocean vessels. There are reasonable charges for bunker coal and all other ship supplies, so that with rapid loading of the vessels, added to other attractions, it is not strange the captains whose lives are spent on the water turn with pleasure to this port for further cargoes.

**Railway Facilities and Elevators.**—The Baltimore & Ohio Railroad has brot its full share of export grain to Baltimore in the past forty years. Increased facilities for drying grain have been supplied. Track room has been constantly increased and plans devised to expedite the prompt unloading of grain as well as return of empties to the west.

Ordinarily ocean vessels arriving at the expected time are put into condition for receiving cargo, and through use of spouts that extend from the elevator, the vessel lying in deep water alongside elevators soon receives her grain cargo, and is moved out to make room for its successor in the elevator berth. It sometimes happens vessels arrive and require for contracted cargo, grain not then in Baltimore, necessitating heavy ocean demurrage charges for the merchant while the vessel waits beyond the lay day period. Interference with the usual plan of loading grain from the big storage bins of the elevators to the vessel is then involved, because the grain after inspection is unloaded from car into elevator, weighed and then spouted direct to ship.

It is believed that the Baltimore & Ohio Railroad may build a modern concrete elevator of generous capacity before long.

The Pennsylvania Railroad is considering the erection of an elevator of three million bushels capacity to take the place of the Canton Export Elevator destroyed by fire June 13th, 1916. The existing elevator capacity of this Company is being used to the greatest advantage while it is suffering from the effects of the unfortunate fire. The advantageous location at Canton will again be used as a site for the export elevator. The concrete storage tanks of one million bushels capacity passed through the recent fire unharmed. The P. R. R. domestic elevator at Jail Yard (up town), like the domestic elevator of the Baltimore & Ohio Railroad at Mt. Clare, continues to serve local needs. The driers of the three railroads are attached to their export elevators.

The Western Maryland Railway export elevator at Port Covington was opened Dec. 15th, 1915, with a capacity of 850,000 bus. This has already been increased to capacity of 2,000,000 bus., and further enlargements are likely to be made.

There might be plenty of capacity, but if there were a lack of system and thoroughness whereby full use were not made of available resources, the port would soon feel the effects.

A scrutiny of elevator operations in Baltimore by interested grain men and by elevator experts is invited, and the observations it is believed would prove surprising.

Baltimore exported not far from 100,000,000 bus. of grain of various kinds in 1915. The 1916 record of shipments will show continued activity.

Visit our office while in Baltimore. Make it your headquarters. Our facilities are at your command.

**CLARENCE A. EULER & CO.**

**GRAIN—HAY**

Chamber of Commerce

BALTIMORE

RECEIVERS AND COMMISSION MERCHANTS

Liberal Advances on Consignments.

Personal Attention and Care Given All Shipments.

**THOS. S. CLARK & SONS**

GRAIN COMMISSION MERCHANTS

Prompt Returns

Liberal Advances

**BALTIMORE**

The Best Export Market

Facilities Unexcelled

**Sinton Bros. & Co.**

**GRAIN**

Commission Merchants

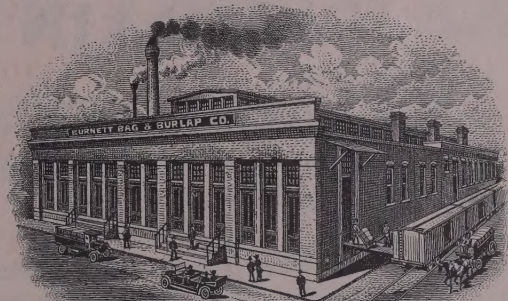
Chamber of Commerce

26 Years in the Grain Business

Careful Personal Attention to Every Shipment

Try Our Service

**Second Hand Bags**



FACTORY—  
HOWARD & OSTEND STS. PLUM AL. & B. & O. R.R.

PHONE SOUTH 403

We are prepared to furnish shippers with car lots or less, 140 Jute Flour, 98 lb. Cotton, 2 bu. and 2½ bu. Feed, 5 bu. Feed sacks. Separation Cloths made at the shortest notice.

We buy millers' discarded sacks and junk bags.

We buy those sacks that the miller intends to have mended, but cannot get it done (we make a special price for these).

All inquiries will receive prompt attention.

**BENNETT BAG & BURLAP CO.**

Howard and Ostend Streets

BALTIMORE, MD.



### Hotel Rates and Accommodations at Baltimore.

Ample accommodations for taking care of the large delegation of grain dealers from all parts of the country that is expected to attend the National Convention in Baltimore Sept. 25-27 are assured by the numerous up-to-date and easily accessible hotels in that city, and those who expect to attend have every reason to believe that they will be well taken care of as well as hospitably entertained.

The Hotel Emerson, which is located at the corner of Calvert and Baltimore streets, has been selected for convention headquarters, and its rates are \$3 to \$5 per day. Other first-class hotels are The Belvedere at Charles and Chase streets, rates \$3 to \$5 per day; Hotel Raleigh at Holliday and Fayette streets, rates \$3 to \$4 with bath, without \$1.50 to \$3; Hotel Rennett at Saratoga and Liberty streets, rates \$2.50 to \$4 with bath, without \$1.50 to \$3.50; Hotel Lexington, rates \$2 to \$4 with bath, without \$1 to \$2; New Howard on Howard street south of Fayette, and Hotel Caswell at Hanover and Baltimore streets with rates of \$2.50 to \$3.50 with bath and \$1.50 to \$2.50 without; Hotel Junker at 20-22 E. Fayette street near Eutaw (Stag), rates \$2 to \$3.50 with bath, \$1.50 to \$2.50 without. Moose Club (Stag), 410 West Fayette street \$1 to \$2.

Other equally up-to-date hotels with about the same rates are The Albion at Cathedral and Richmond streets; Joyce's Hotel, 312-316 W. Camden street; the Stafford Hotel on Washington Place and the Plaza Hotel at Charles street and Mt. Royal avenue.

At all of the hotels in the city the proverbial hospitality of the city will pre-

vail in great abundance during convention days. For those desiring the more exclusive atmosphere of clubs or the quiet and homelike surroundings of residence quarters, the com'te has arranged for accommodations with a large number of desirable boarding houses and clubs conveniently located, where, it is said grain men will feel more than satisfied. A list of these places will be furnished upon application to sec'y Jas. B. Hessong of the Baltimore Chamber of Commerce.

THE PROGRAM of the convention is given in full on page 347.

THE MINNEAPOLIS CHAMBER OF COMMERCE will be represented by the familiar faces of John G. McHugh, C. A. Magnuson and C. A. Brown.

THE MILWAUKEE CHAMBER OF COMMERCE has delegated Sec'y H. A. Plumb, A. A. Breed and A. K. Taylor to attend the convention at Baltimore.

PHILADELPHIA'S DELEGATION to the Baltimore meeting will be headed by James L. King, with Robert Morris, E. M. Richardson, Morris Miller and L. G. Graff.

A SPECIAL TRAIN for the Baltimore convention is being arranged by the Kansas Grain Dealers Ass'n, E. J. Smiley, sec'y, Topeka, contingent upon 100 or more making reservations with him by Sept. 15. The special, consisting of Pullman coaches, will leave Kansas City the evening of Sept. 18 and pass thru St. Louis, Indianapolis, Cincinnati, Richmond and Washington, with a return by boat and a northern trip thru New York, Albany, Buffalo, Niagara Falls, Detroit and Chicago.

### Special Convention Fares to Baltimore.

Grain dealers who expect to attend the 20th Annual Convention of the Grain Dealers National Ass'n in Baltimore Sept. 25-27 will be pleased to learn that special reduced fares will be granted by the majority of the railroads.

The Trunk Line Passenger Ass'n, in whose territory the convention is to be held, some time ago decided to grant reduced fares, and tendered the reduced rate to the Central, the Western, the Southeastern and the Southwestern Passenger Ass'ns. The Central Ass'n has already accepted the tender made to it, and it is expected that all of the ass'ns will accept it, in which case there will be reduced fares from as far west as Cheyenne and Denver and as far south as Galveston and El Paso.

The acceptance by the Central Passenger Ass'n gives all those grain dealers living north of the Ohio river and east of St. Louis and Chicago reduced fares as follows: "Two cents a mile in each direction, with minimum of \$1 for the round trip, going and returning via the same route only; tickets to be sold and good going Sept. 23 to 25 and returning to reach original starting point not later than Sept. 30." The only restriction that has been placed on the reduced fares of two cents a mile is validation at destination. These reduced fares are for those who desire to go to the convention and return home as soon as the meeting is over, and will be welcome news to the busy grain dealers in the terminal markets.

For those dealers who desire to make a longer stay in the east and visit some

# CHAS. ENGLAND & CO.

## GRAIN AND HAY

*Receivers and Commission Merchants*

Chamber of Commerce

BALTIMORE

# W. R. WILMER & CO.

SUCCESSORS TO JAS. J. CORNER & CO.

## Grain, Hay, Feed and Flour COMMISSION

Bourse Building, - - - BALTIMORE, MARYLAND

*Prompt and Personal Attention Given All Consignments*



of the famous points of historic interest a "variable excursion ticket" is available, with Oct. 31 as the time limit, which gives stop-over privileges as long as desired, and enables the purchaser to go east via one route and return a different way.

With two reduced rates in effect that are designed to please everyone there should be a large attendance of dealers at the Baltimore convention, which promises to be the most interesting in years.

GALVESTON, TEX., will make a bid for the next convention of the Grain Dealers National Ass'n, with the endorsement of the Fort Worth Chamber of Commerce.

GRAIN DEALERS and millers of Indiana going to the Grain Dealers National Ass'n convention in Baltimore will be specially accommodated by the Pennsylvania Ry., which has decided to run a special sleeper to Baltimore from Indianapolis.

GRAIN DEALERS attending the Baltimore convention will have the honor for the first time of being addressed by a president of the United States, which is a recognition of the great influence of the Ass'n and its value as a medium to reach the American people on the momentous issues of these stirring times.

EVERY COUNTRY SHIPPER, terminal market dealer, interior receiver, broker and track buyer is cordially invited to attend the convention of the Grain Dealers National Ass'n. More than 1,000 grain dealers will attend this parliament of the whole trade. They will go to Baltimore from every section of the country. If you are a receiver you will there meet hundreds of shippers. If you are a shipper you will mingle and get acquainted with hundreds of receivers!—Chas. Quinn, sec'y.

## Program G. D. N. A. Meeting.

The following program has been prepared for Twentieth Annual Convention of the Grain Dealers National Ass'n to be held at Baltimore, Md., on Sept. 25, 26 and 27, 1916.

**Monday, 9:30 a. m.**

Invocation—Right Reverend John C. Murray, Bishop of Maryland.

Address of Welcome on Behalf of the City of Baltimore—Hon. James H. Preston, Mayor.

Address of Welcome on Behalf of the Baltimore Chamber of Commerce—James C. Legg, President.

Response on Behalf of the Grain Trade—F. O. Paddock, Toledo, O.

President's Annual Address—Lee G. Metcalf, Iliopolis, Ill.

Secretary-Treasurer's Report—Charles Quinn, Toledo, O.

Executive Committee—J. W. McCord, Columbus, O.

**Monday Afternoon.**

Address—The President of the United States.

Legislation—A. E. Reynolds, Chairman, Crawfordsville, Ind.

Transportation—Henry L. Goemann, Chairman, Mansfield, O.

Telephone and Telegraph Service—Fred Mayer, Chairman, Toledo, O.

Membership—D. M. Cash, Chairman, Detroit, Mich.

**Tuesday Morning.**

Address—Hon. Judson C. Clements, member of the Interstate Commerce Commission, Washington, D. C.

Trade Rules—J. W. Radford, Chairman, Chicago, Ill.

(Following this report the convention will enter into a discussion of the Trade Rules of the various markets with the view of bringing these rules into harmony with one another, and with those of the Grain Dealers National Ass'n.)

**Tuesday Afternoon.**

(There will be no session of the convention on Tuesday afternoon, Sept. 26. All delegates will go for a boat ride on the Chesapeake Bay to Annapolis, where a visit will be made to the U. S. Naval Academy. The visitors will also be taken to the Senate House where they will be received by Governor Emerson C. Harrington in the Senate Chamber, the room in

which George Washington resigned his commission.)

**Wednesday Morning.**

Address—"How the New Grades Act Will Be Administered by the Department of Agriculture"—Dr. J. W. T. Duvel, in Charge of Grain Standardization, U. S. Dept. of Agri., Washington, D. C.

(This address will be followed by a general discussion of the new Grain Grading Legislation as embodied in the Agricultural Appropriation Bill approved by President Wilson on Aug. 11.)

Arbitration—D. I. Van Ness, Chairman, Chicago, Ill.

Arbitration Appeals—Chas. D. Jones, Chairman, Nashville, Tenn.

**Wednesday Afternoon.**

Crop Reports—W. S. Washer, Chairman, Atchison, Kan.

Uniform Grades—Bert A. Boyd, Chairman, Indianapolis, Ind.

Hay and Grain Joint Committee—W. A. Cutler, Chairman, Adrian, Mich.

Natural Shrinkage—H. C. Jones, Chairman, Baltimore, Md.

Demurrage—Matthew D. Benzaquin, Chairman, Boston, Mass.

Unfinished Business.

Election and Installation of Officers.

New Business.

Adjournment.

**Entertainment.**

Monday Afternoon, Sept. 25—Automobile Sight Seeing Ride in the City and Suburbs for the ladies only.

Monday Evening, Sept. 25—Theatre Party for the Delegates and their ladies.

Tuesday Afternoon, Sept. 26—Trip on the Chesapeake Bay to Annapolis, including visit to the U. S. Naval Academy, also to the State House.

Wednesday, September 27—Informal trips in and around the city. These trips will be arranged for parties or groups of visitors who will be taken to places of interest.

CHICAGO BOARD OF TRADE official delegation to the Baltimore meeting is composed of E. L. Merritt, J. C. Murray, W. E. Hudson, H. S. Carroll and Edward Hymers. If 100 or more will join the delegation will go in a special train leaving Saturday afternoon, Sept. 23, and making a stop at Washington.

F. A. MEYER  
President

THOMAS C. CRAFT, Jr.  
Vice-President

EDWARD T. SHEIL, Jr.  
Secretary-Treasurer

# THE BALTIMORE GRAIN CO.

**Cordially Invites Your  
Business for the Baltimore Market**

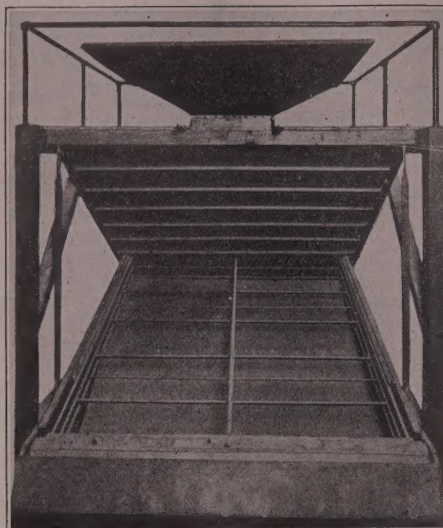
Bill All Grain—  
To Your Order,  
Notify Us,  
Baltimore, Md.,  
For Export.

# GILL & FISHER GRAIN

**Receivers and Exporters  
BALTIMORE, - MARYLAND**



## The WILFORD is the Acknowledged Best Grain Cleaner and Separator



When it comes to buying a grain cleaner and separator, an ounce of satisfactory performance and practical experience is worth more than a pound of theory and "hope to make good." In offering you the WILFORD we are not banking on probabilities, something we "think" or "hope" will give complete satisfaction—but on a grain cleaner that has been put to the test by several of the largest grain elevators in the world, and not only **made good**, but exceeded all expectations.

These cleaners are in operation in the B. & O. and Western Maryland elevators at Baltimore. They are running daily, while cleaners of other makes lie idle. The U. S. Dept. of Agriculture in Baltimore also is using one.

Surely you do not need stronger evidence that the WILFORD is the machine for you. Write and ask us more about it.

**A. WILFORD & CO.**  
1413-1415 Haubert St.  
Baltimore - Maryland

**You Ought to Know**

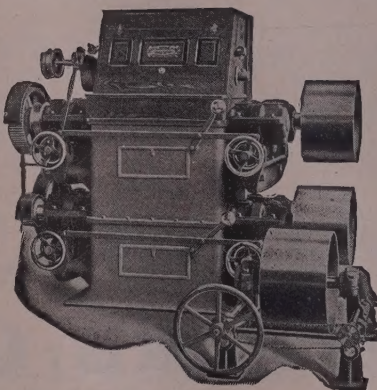
### WOLF FEED ROLLER MILLS



There's something about Wolf Feed Roller Mills that wins the heartiest approval of the most discriminating buyers.

Write and ask us to explain in what respects they are famously efficient—and why you should lose no time in getting acquainted with them.

**THE WOLF COMPANY**  
CHAMBERSBURG, PA.



## CIFER CODES

Use a good Telegraph Cipher Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

**Universal Grain Code**, the most complete and up-to-date code published for the use of the grain dealers and millers. Its use will protect the contents of your messages as no other code used in the domestic grain trade can do. Its 146 pages of bond paper contain 13,745 expressions for present-day terms, and no two of them are near enough alike to cause confusion in the translation of messages. Bound in flexible leather. Price, \$3.00.

**Robinson Cipher Code with 1912 Supplement**, an absolute necessity with every grain dealer who handles any of his business over the wire. Bound in full leather, and printed on bond paper. Price, \$2.00.

**A. B. C. Improved 5th Edition**, contains a complete set of five letter code words for every expression in the former edition. Any two of these words may be combined and sent as one word, reducing telegraph tolls 50 per cent. Price in English, \$15.00.

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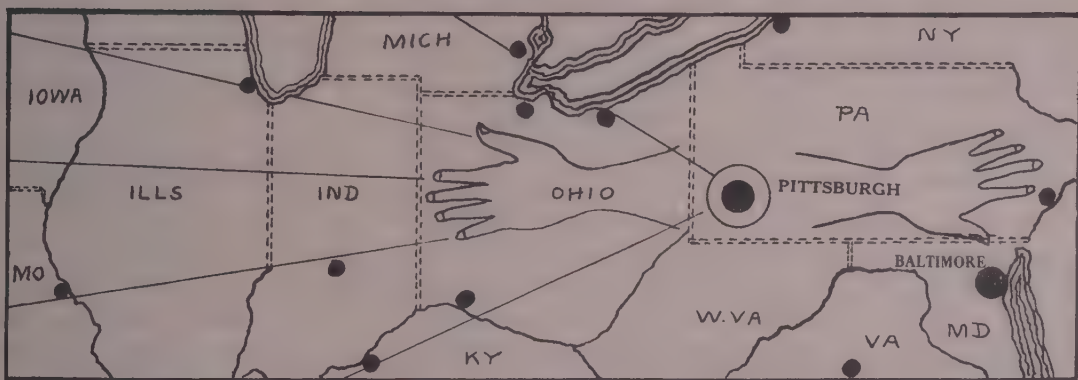
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Bolin Hall Grain Co., Kans. hard wheat.  
Equity Com'n Co., grain, feed, mill prdts.\*  
Gano Grain Co., grain merchants.  
Goffe & Carkener, receivers & shippers.  
Hayes Grain Co., John, receivers & shippers.  
Hinman-Yates Grain Co., The, grain & feed.  
Hugoton Elevtr. & Whse. Co., kafir, milo maize.\*  
Hutchinson Flour Mills, flour, wheat, corn.  
Jennings Grain Co., C. D., consignments.  
Kemper Grain Co., receivers & shippers.  
Larabee Flour Mills Co., want mlg. wheat.\*  
McClure Grain Co., J. B., grain & seeds.  
Pettit Grain Co., L. H., gr. com., revcrs., shprs.\*  
Turon Mill & Elevtr. Co., revcrs. & shprs.  
Rock Mill & Elevtr. Co., wheat, corn, oats.  
Union Grain Co., mlg. wheat, kafir, milo.

## INDIANAPOLIS, IND.

Board of Trade Members.

Bolt Elevtr. & Feed Co., receivers and shippers.  
Bingham-Hewett-Schoil Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Central Grain & Seed Co., revcrs. and shippers.\*  
Hoosier Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Merchants Hay & Grain Co., grain, hay, feed.  
Miller Grain Co., receivers grain and hay.  
Minor, E. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.  
Mutual Grain Co., grain commission.\*  
Star Elevator Co., grain merchants.\*

## INDIANAPOLIS—Continued.

Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

## JACKSON, MICH.

Stockbridge Elevtr., trk. buyers, slrs., gr. & ads.

## KANSAS CITY, MO.

Board of Trade Members.

Aylsworth, Neal, Tomlin Gr. Co., revcrs., shprs.\*  
Bruce Bros. Grain Co., consignments.  
Christopher & Co., B. C., grain commission.\*  
Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Gr. Co., consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Fowler Grain Co., Lev., receivers & shippers.  
Fox-Miller Grain Co., receivers and shippers.  
Goffe & Carkener, revcrs. and shprs. of grain.\*  
Hinds Grain Co., The, receivers, shippers.  
Kemper Mill & Elevtr. Co., grain and feed.\*  
Logan Bros. Grain Co., grain merchants.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Nicholson Gr. Co., W. S., grain commission.\*  
Norris Grain Co., grain merchants and exporters.  
Parker Corn Co., corn, oats, kafir, milo.\*  
Roaben Grain Co., E. E., grain, flour, millfeed.\*  
Scular-Bishop Grain Co., consignments.  
Shannon Gr. Co., consignments solicited.\*  
Stevenson Grain Co., grain commission.\*  
Terminal Elevators, receivers, shippers.\*  
Twidale-Wright Grain Co., consignments-futures.  
Thrasher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., commission merchants.\*  
Watkins Grain Co., commission merchants.\*

## LINCOLN, NEBR.

Lincoln Grain Co., cash and futures grain.

Paul, J. M., grain broker.

## LITTLE ROCK, ARK.

Munn-Burrow Brokerage Co., grain, hay millfeed.\*

## LOUISVILLE, KY.

Board of Trade Members.

Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Fruechteicht, Henry, hay, grain, mill products.

## LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

## MANSFIELD, OHIO.

Goemann Grain Co., grain buyers.\*

## MEMPHIS, TENN.

Merchants Exchange Members.

Buxton, E. E., broker and commission merchant.  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.  
Jones, Lee D., grain and hay commission.\*  
U. S. Feed Co., grain, hay, millfeed.  
Webb & Maury, brokers and com. merchants.\*  
Wyatt, E. W., grain, hay, mill feed broker.\*

## MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

## MIDDLE POINT, OHIO.

Pollock Gr. Co., The, trk. byrs. & shprs. gr. h. & st.

## MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

## MILWAUKEE, WIS.

Chamber of Commerce Members.

Bell Co., W. M., receivers & shippers.\*  
Donahue Stratton Co., grain merchants.\*  
Franke Grain Co., receivers and shippers.\*  
Kamm Company, P. C., barley and rye.\*  
Owen & Brother Co., grain commission.  
Rankin, M. G. & Co., grain and feed.  
Rialto Elevtr. Co., grain receivers & shippers.\*  
Stacks & Kellogg, grain merchants.\*  
Taylor & Bourneque Co., shprs. corn, oats, barley.\*

## MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Atkins Grain Co., A. J., grain merchants.  
Benson, Staback Co., grain com.\*  
Cargill Commission Co., grain commission.\*  
Carter, Sammis & Co., grain commission.\*  
Cereal Grading Co., grain merchants.\*  
Detmyle Co., William, gr. com.\*  
Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.\*  
Hallett & Carey Co., grain merchants.\*  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.\*  
Marfield Grain Co., grain commission.\*  
McCull Dismore Co., consignments solicited.\*  
Minnesota Grain Co., grain commission.\*  
Poehler Co., H., commission merchants.\*  
Quinn Shepherdson Co., grain commission.\*  
Randall, Gee & Mitchell, grain com.  
Stair, Christensen & Timmerman, gr. commission.\*  
Turle & Co., grain commission.  
Van Dusen-Harrington Co., grain merchants.\*  
Vernil-Anderson Co., grain commission.\*  
Winter-Truesdell-Ames Co., grain com.\*  
Woodward Newhouse Co., grain merchants.  
Zimmerman, Otto A., barley & oats my specialty.\*



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

## NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

## NEW CASTLE, IND.

Mercer, Frazier & Holloway, field seeds & grain.

## NEW CASTLE, PA.

Hamilton Co., The, gr., hay, straw, millfeed, pro.

## NEW ORLEANS, LA.

Steele C., The J. H. W., gr. frt. brok. & forwdrs.\*

## NEW YORK CITY.

Produce Exchange Members.

Schwartz & Co., Inc., B. F., grain commission.

## OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Cherokee Grain Co., wholesale grain and hay.\*

## OGDEN, UTAH.

Brown Co., The W. D., wholesale grain.

## OMAHA, NEBR.

Grain Exchange Members.

Adams-Whyte Grain Co., consignments.

Beall Com's'n Co., receivers & shippers.\*

Blanchard-Newinger Co., recvrs. & shprs.\*

Crowell Elevator Co., receivers, shippers.\*

Holmquist Elevator Co., receivers and shippers.\*

Leopold, Todd Gr. Co., com. mer., recvrs. & shprs.

Merriam Commission Co., consignments.\*

Oline Grain Co., consignments.

Omaha Elevator Co., receivers, shippers.\*

Palling Grain Co., consignments.

Roberts Grain Co., Geo. A., grain merchants.

Trans-Mississippi Grain Co., recvrs. & shprs.\*

United Grain Co., grain commission.

Welsh Grain Co., grain, hay consignments.

## PEORIA, ILL.

Board of Trade Members.

Buckley, Pursley & Co., grain and seeds.\*

Cole Grain Co., Geo. W., grain com. mchts.\*

Consumers Grain Co., grain receivers.\*

Dewey & Sons, W. W., grain commission.\*

Grier & Co., T. A., grain commission.\*

Miles, P. B. & C. O., grain commission.\*

Mueller Grain Co., receivers and shippers.\*

Rumsey, Moore & Co., grain receivers.\*

Smith-Hamilton Grain Co., brokerage.

Tyng, Hall & Co., grain commission.\*

## PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. B., grain and millfeeds.\*

Dunwoody Co., Ezi., flour, grain, feed.\*

Graff & Son, L. G., receivers and exporters.\*

Lemont & Son, E. K., hay, grain, millfeed.

## PHILADELPHIA,—Continued.

Miller & Sons, L. F., grain, seeds, hay.\*

Richardson Bros., grain, flour, millfeeds.\*

Richardson, Geo. M., grain and feeds.\*

Stites, A. Judson, grain and millfeed.\*

## PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses &

chicken feeds; jobbers mill feeds & cereals.

## PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.\*

Geldel & Lenbin, grain and hay.

Hardman & Heck, grain, hay and millfeed.\*

Heck & Co., W. F., grain, hay and millfeed.\*

Herb Bros. & Martin, grain and hay.

McCague, R. S., grain, hay.

Smith & Co., J. W., grain, hay.\*

Stewart, D. G., grain, hay, feed.\*

Walton Co., Samuel, grain and hay.\*

## PLAINVIEW, TEX.

Cobb Grain Co., grain merchants.\*

## PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

## PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.\*

## RICHMOND, VA.

Adams Grain & Prov. Co., seeds, grain, feed, hay.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

## SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

## SPRINGFIELD, ILL.

Conover Grain Co., E. B., cash grain and futures.\*

## ST. JOSEPH, MO.

Aunt Jemima Mills Co., hominy feed.

Brunswick Grain Co., A. J., receivers & expts.\*

Elwood Grain Co., brokers & shippers wheat, corn.\*

Gordon Comm. Co., T. P., grain dir. and broker.\*

St. Joseph Hay & Feed Co., gr. & hay dirs.\*

St. Joseph Public Elevtr. Co., public storage.

## ST. LOUIS, MO.

Merchants Exchange Members.

Elmore Schultz Gr. Co., revrs. & shprs. grain.\*

Goffe & Carkener Co., grain commission.\*

Graham & Martin Grain Co., grain commission.\*

Hunter Grain Co., grain commission.\*

Marshall Hall Grain Co., grain com.\*

## ST. LOUIS—Continued.

Jones-Wise Com. Co., grain, hay and seeds.\*

Langenberg Bros. Grain Co., grain commission.\*

Morton & Co., grain, hay and seeds.\*

Mullally Com. Co., Martin, consignments.\*

Nanson Commission Co., grain commission.\*

Pickler & Beardsley Com. Co., grain & grass seed.\*

Connor Grain Co., receivers-shippers grain.\*

Seele Bros. Grain Co., grain commission.\*

## TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

## TOLEDO, O.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\*

King & Co., C. A., grain and seeds.

Morehouse & Co., W. H., grain and seeds.

Paddock Hodge Co., The, receivers and shippers.

Rundell & Co., W. A., grain and seeds.\*

Southworth & Co., grain and seeds.\*

Wickenhiser & Co., John, grain revrs., shippers.

Young Grain Co., consignments, futures.

Zahn & Co., J. F., grain, seeds.\*

## TOPEKA, KANS.

Cardwell Grain Co., M. W., corn & oats specialist.

Derby Grain Co., grain dealers.

## WICHITA, KANS.

Board of Trade Members.

Rossemeyer Bros., grain merchants.\*

Brooks-Bedell Grain Co., grain merchants.

Bruce Bros. Grain Co., consignments.

Harold Grain Co., J. R., milling wheat.\*

Imboden Milling Co., receivers & shippers.

Kansas Flour Mills Co., The, expts., consign'ts.\*

Kansas Milling Co., The, millers and grain dealers.

Kelly Grain Co., Edward, consignments.\*

Kemper Grain Co., The, receivers and shippers.\*

Marshall Hall Grain Co., exporters.

Norris Grain Co., The Exporters.\*

Roehen Grain Co., E. B., grain, flour, mill feed.\*

Strong Grain & Coal Co., B., grain & coal.\*

Wallingford Bros., corn, wheat, oats.\*

Williamson Grain Co., grain commission.\*

Woodside Smith Grain Co., receivers & shippers.

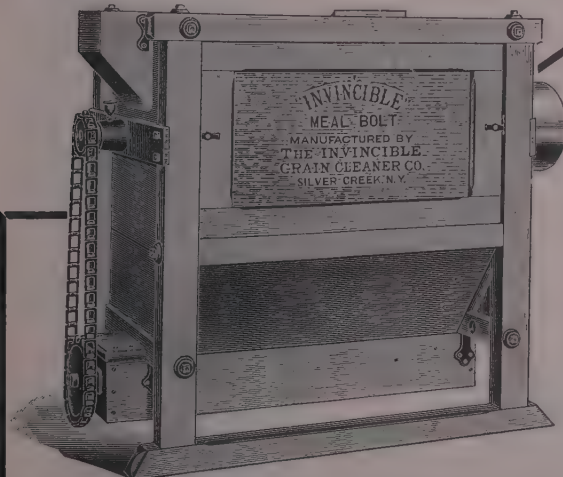
## WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & ads.\*

## WINFIELD, KANS.

Hayes Grain Co., John, hay, grain, seeds.\*

\*Members Grain Dealers National Association.



If you are grinding or cracking corn, you can profit by use of this machine. Meal makes a fine side line.

## Use a Force-Bolter

and save power, time and floor space

## The Invincible Cornmeal Bolt

forces all good meal through mesh of cylindrical screen without injuring the stock. Grits are tailed over end of screen.

Handles up to 40 bushels per hour and gives a perfect grade of table meal.

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Indianapolis, Ind., Board of Trade, C. L. Hogle  
Kansas City, Mo., 234 Exchange Bldg., F. J. Murphy  
Minneapolis, Minn., and Winnipeg, Man., Strong-Scott Mfg. Co.  
Philadelphia, Pa., 25 S. 81st St., C. Wilkinson  
Toledo, Ohio, Jefferson House, W. Fisher  
San Francisco, Cal., 17th and Mississippi, W. King, Pac. Coast Rep.

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We will send the NEW BADGER Car Mover to your address and you can try it out for thirty days. If same is satisfactory we are to receive \$5.00 for Car Mover f. o. b. Appleton, but if same is not satisfactory, it can be returned and we pay the freight both ways. This is a fair proposition. We know, however, that after you have tried out the

## NEW BADGER

for a couple of days that you will keep it. With it you can move one or more loaded cars one-third easier, farther and faster per stroke of handle than can be done with any other car mover. The New Badger exerts a powerful compound pressure that will roll the wheels and move the very largest, loaded all steel cars up a 2 per cent grade. You will soon need a car mover—better send us a post card today asking us to send the NEW BADGER on approval.

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HAVE BEEN THE STANDARD OF QUALITY FOR  
FORTY CONSECUTIVE YEARS

A complete line of idlers, trippers and driving mechanism developed by years of experience to a high degree of excellence.

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Form 44.  
FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by GRAIN DEALERS JOURNAL, La Salle Street, Chicago.

### Cover's Dust Protector

Rubber Protector, \$2.00

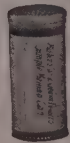
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
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For Accurate Moisture Tests  
use our Grain Dealers Air  
Tight Cans for forwarding  
your grain samples.

**ST. LOUIS PAPER CAN AND TUBE CO.**  
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How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

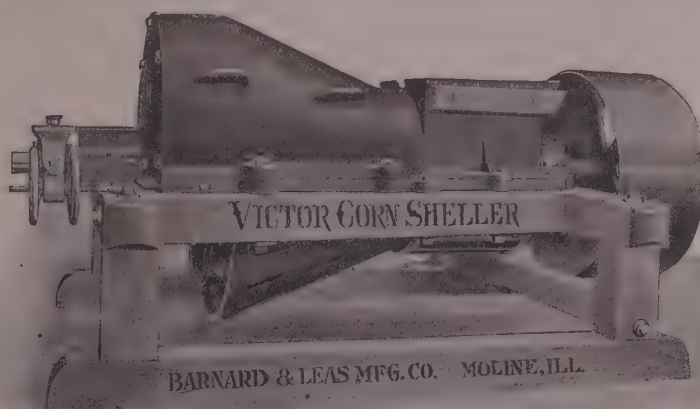
Try it. At least ask us about the success of others.

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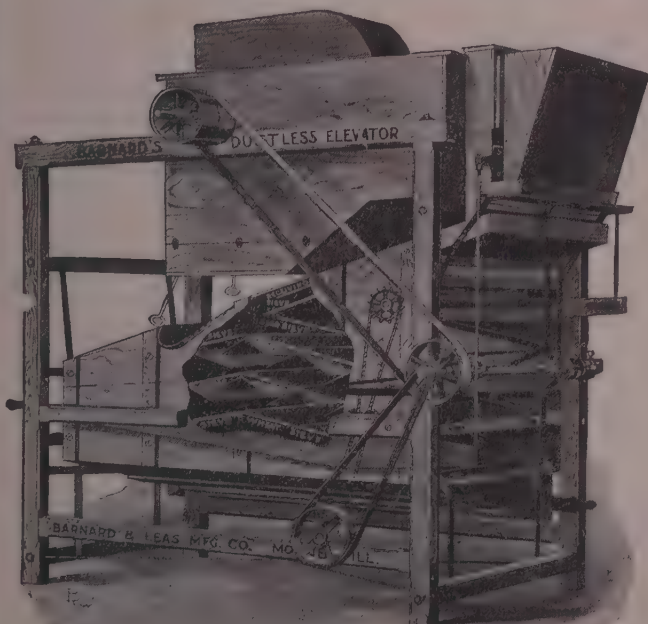
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### Victor Corn Sheller

This machine is made to shell only, and is particularly adapted to elevators where it is desired to shell corn in the basement and separate and clean it in the upper part of the house. The sheller consists of a receiving hopper, upper and lower casings, securely bolted to a very strong wooden frame and a shaft on which the feeders and shelling cone are fastened. This shaft runs in two very heavy and long journal boxes which are bolted to the wooden frame. The cone is keyed on the shaft at both ends which prevents all vibration and makes it very rigid. The feeders are patented and adjust themselves automatically, allowing the machine to be run either way and avoiding the necessity of crossing the belt. All in all it is the logical sheller for you to buy, and worthy of your investigation.

### Barnard's Dustless Elevator Separator



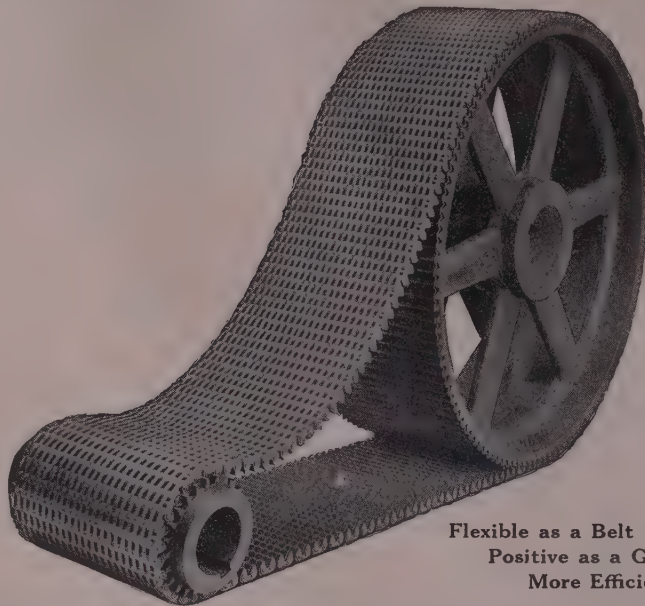
This is not a new machine. It is known the world over as a standard machine for elevator purposes where large capacity and good work are desired. It has always been a leader and we have used every effort to keep it so. During the past few years we have added a number of new improvements which greatly facilitate the handling of the machine. Our space here is limited, so we cannot go into details and tell you of all the good features of this machine. If you are in the market for a separator, we urge you to investigate this machine. Our catalog, descriptive of this machine, together with our other equipment for elevators is yours for the asking. Better send for it today—you may need it before the week is up.

**BARNARD & LEAS MFG. CO.**  
MILL BUILDERS AND  
MILL FURNISHERS  
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



# Link-Belt Silent Chain

The Modern Transmission for Power



Flexible as a Belt  
Positive as a Gear  
More Efficient than Either

FROM prime mover to machine, or from lineshaft to counter—wherever it is desired to transmit power without slip or loss—Link-Belt Silent Chain should be adopted. It is the ideal drive for Grain Elevator Machinery. 98.2% efficient on actual test.

Link-Belt Silent Chain Drives can be run at relatively high speeds; Will run in either direction; Are not affected by heat, cold or moisture; Will transmit any amount of power; Give a positive velocity ratio; Can be used on short or long centers; Reduce journal friction to a minimum; Action remains perfect even after long use.

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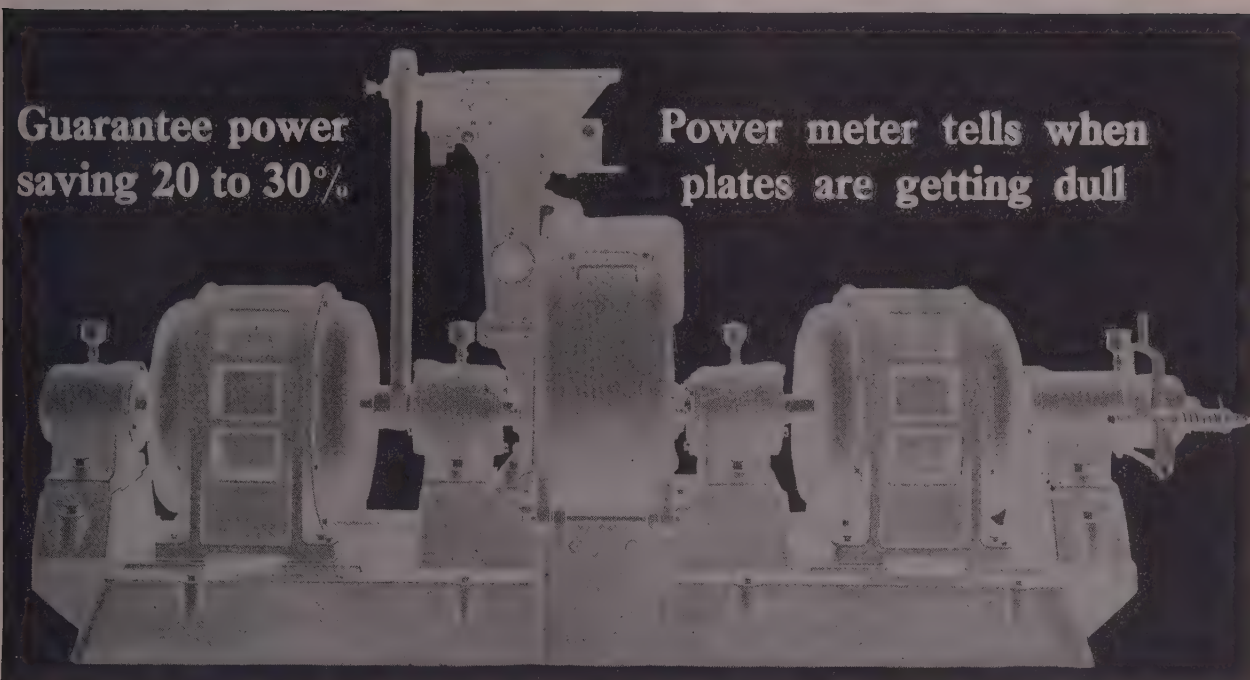
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Guarantee power  
saving 20 to 30%

Power meter tells when  
plates are getting dull



2-50 H. P. Motors driving 36" Attrition Mill, Quaker Oats Co.

THE Quaker Oats Company use ball bearing attrition mills which are directly connected to G-E motors to effect a guaranteed power saving of 20 to 30 per cent.

Electric meters on the motor starting equipment indicate the power consumption in horse-power. This indication shows increased power consumption as the plates get dull and operator can tell when to replace them.

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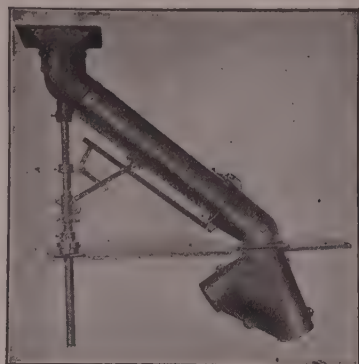
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For Texas, Oklahoma and Arizona business refer to Southwest General Electric Company (formerly Hobson Electric Co.), Dallas, El Paso, Houston and Oklahoma City. For Canadian business refer to Canadian General Electric Company, Ltd., Toronto, Ont.

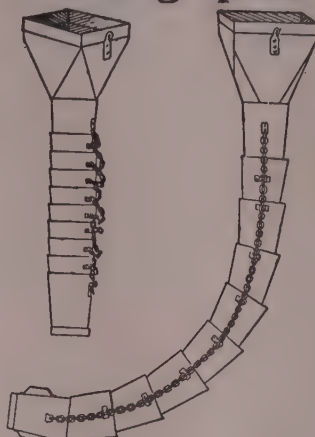




**The American Signalling Over-Flow Distributor**

This is one of the most popular and up-to-date distributors in use; prevents elevator from choking; and the only distributor on the market that carries full capacity of elevator without choking. Manufactured from heavy cast iron and sheet steel. Write for special prices, stating number of bins and distance from work floor to elevator head.

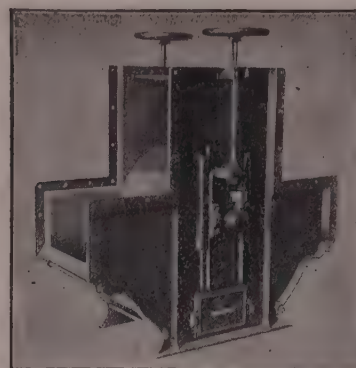
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**Flexible Loading Spouts**

This is one of the most durable and satisfactory spouts manufactured. The chain lugs are of heavy steel and will not break. Furnished in any length; either round or square head. Sizes 6", 8" and 10" in diameter and made of 14, 16 and 18 gauge steel.

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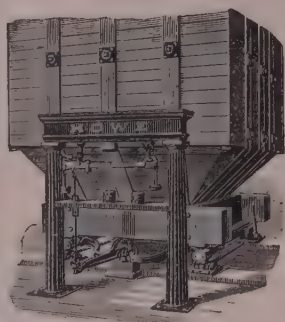


**Improved Non-Chokable Elevator Boot**

The entire boot is re-inforced with extra heavy flanges. The take-up boxes are absolutely dust proof. It is made extra strong to support the entire weight of leg, head, belt, buckets loaded or empty. Oscillating bearings equipped with hard oilers. Pulleys are 18" in diameter for all widths of belt. Prices upon application.

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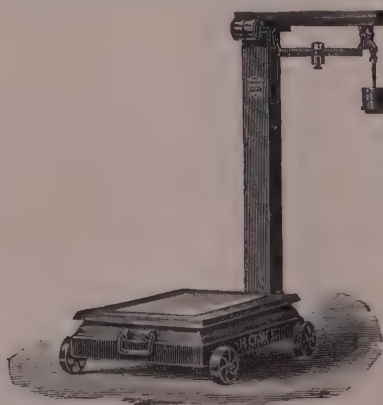
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**Wagon Scales  
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Automatic Scales  
Counter Scales**

Send us your old scale for repairs. Our expert can refit it and make it as serviceable as a new one.

**Distributors for Howe Scales**



If your business is buying and selling by the lineal yard or rod, you use the most accurate rule, yard stick or tape line you can possibly buy. If your business is buying and selling by weight, you ought to have the best and most accurate scale made. We

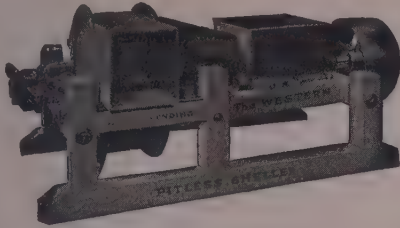
have them. The **Howe** fills this description. Endorsed by thousands of users for their accuracy, length of service and freedom from repair troubles. Backed by sixty-three years experience and our ten-year guarantee.



## NEBRASKA SCALE AND SUPPLY COMPANY

1104 Farnam Street, Omaha, Nebraska





"Western" Pitless Sheller

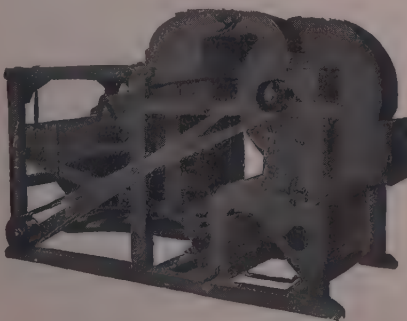
## Spasmodic Operation Proves Costly Service When You Need It Pays Best

Your elevator will never be a money-making proposition if you have it closed half the time for repairs. The usual breakdowns in an elevator occur most frequently in the shelling and cleaning machinery.

Right now—today—you should look into this part of your plant, ascertain if these machines are up to standard and capable of giving you continuous service instead of "once-in-a-while" service.

Whether or not you need a sheller or cleaner you should send for the catalog fully describing the "WESTERN" Line. It is this line of machinery that is satisfactorily running hundreds of elevators in all parts of the country.

UNION IRON WORKS      Decatur, Illinois



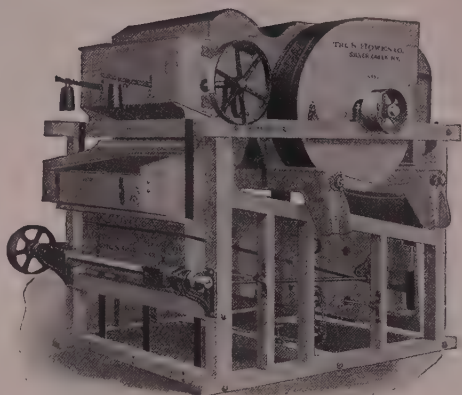
"Western" Gyrating Cleaner



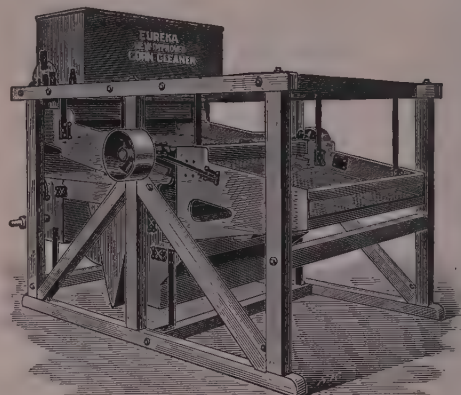
### It takes time to do anything well.

It has taken time to develop the organization back of Eureka Grain Cleaners—to gather the necessary experience, skill and judgment, and focus them on one subject—one product.

It has taken time—but has resulted in Eureka quality and a reputation we intend to sustain.



Eureka Compound Drive Elevator Separator.

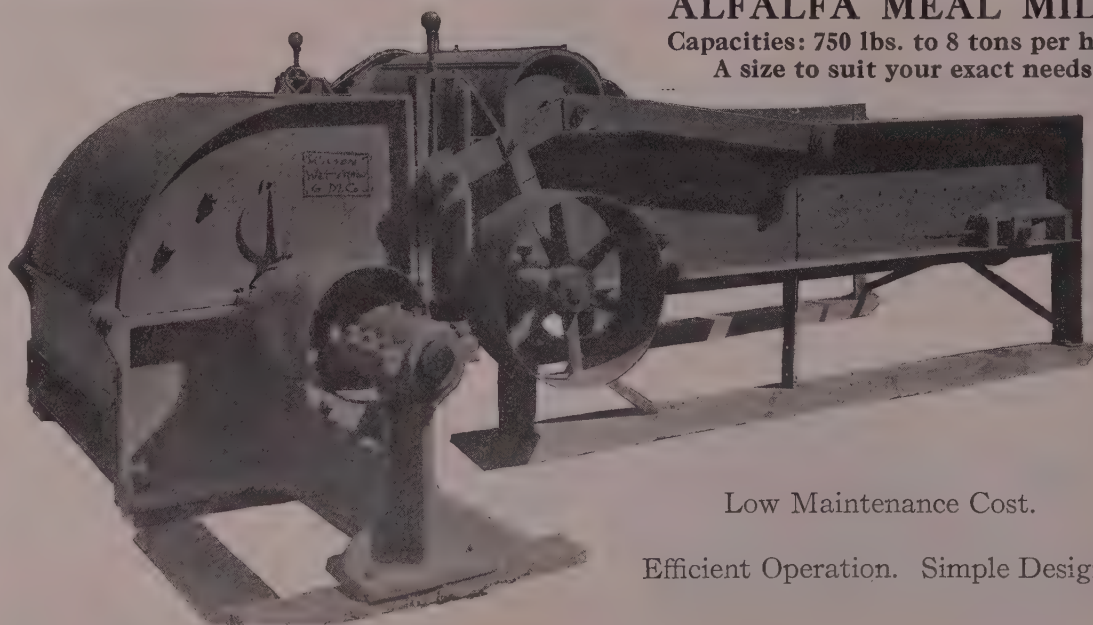


Eureka Counterbalanced Corn Cleaner.



Sole Manufacturers

**THE S. HOWES COMPANY**  
SILVER CREEK, N. Y.



### ALFALFA MEAL MILLS

Capacities: 750 lbs. to 8 tons per hour.  
A size to suit your exact needs.

Low Maintenance Cost.

Efficient Operation. Simple Design.

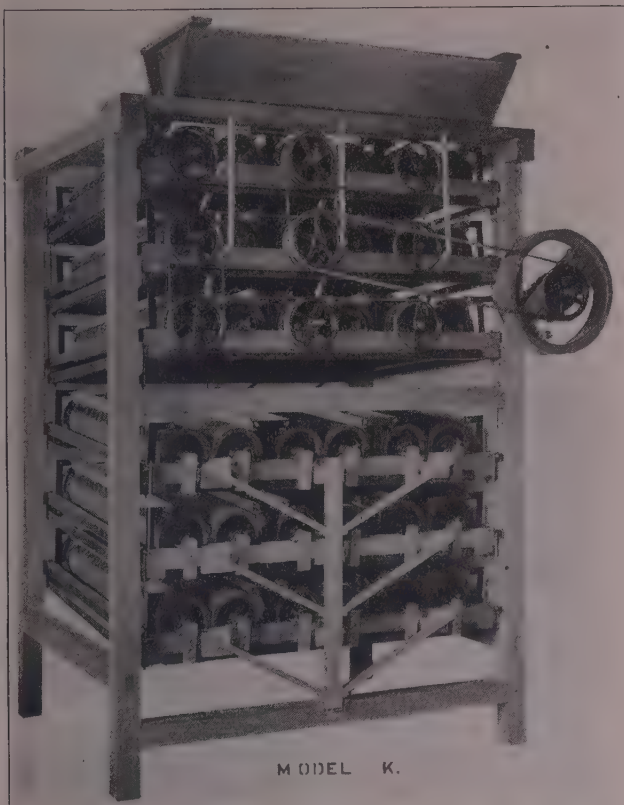
Mill 750 to 1500 lbs. per hour—Bulletin 15.

Mill 2 to 8 tons per hour—Bulletin 30

Write for Information.

**WILSON-WETTERHOLD GRINDING MACHINE CO.**  
Wichita, Kansas

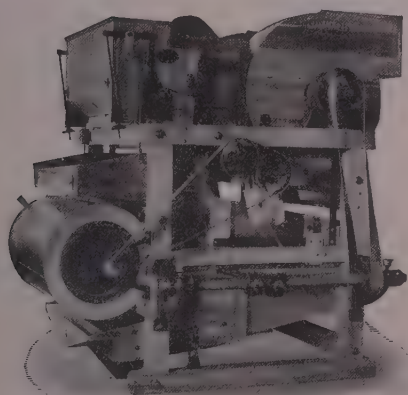




## The IMPROVED KING BUCKHORN MACHINES

The IMPROVED KING BUCKHORN MACHINES, mean that we are doing our best to improve along all lines and at all times, and are putting out a machine this season that is practically perfect in working qualifications and detail. We stand behind them after installation the same as before and are glad at any time to ship machines to reliable parties, on thirty (30) days approval. Write us for further information.

**KING MFG. CO.**  
North Vernon, Ind.



*Monitor*

**"NORTHWESTERN"**

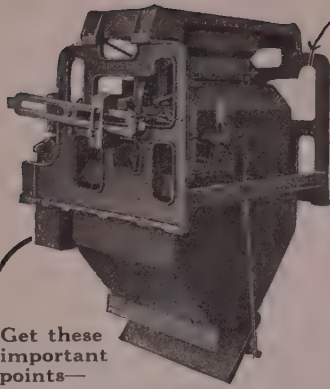
## 99% Oats Removal

**A Full Season  
of Demonstrated  
efficiency back of it.**

At last—a safe, simple, economical and highly practical solution of the oats-mixed-with-wheat problem—oats removal at a capacity and with an efficiency that justifies this machine's adoption wherever oat removal work is required.

**HUNTLEY MFG. CO., Silver Creek, N. Y.**





Get these important points—

Weighs same weight per discharge on all standard grains.

Has one-piece even-lever — not built up.

Remember that the name **FAIRBANKS** on your scale is an assurance of satisfactory service —

## FAIRBANKS Automatic Scales

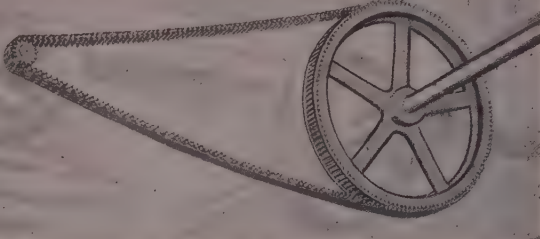
have every advantage that expert scale knowledge, long experience and modern methods can put into an Automatic Scale. You simply cannot get more efficient weighing service.

**Fairbanks, Morse & Co.**

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## Silent Chain Drives

— for —

## Power Transmission

The most modern method for obtaining the full use of your electric current through your motors to your machinery.

Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make **AMERICAN HIGH SPEED SILENT CHAIN DRIVES** the ultimate solution and afford the final overcoming of your power transmission problems.

**NOISELESS — COMPACT — POSITIVE — EFFICIENT**

For use in driving Belt Conveyors, Legs, Screw Conveyors, Power Shovels, Fans, Hoists Lineshafts, etc.

Write for list of complete Grain Elevator installations and a copy of our Catalog No. 100.

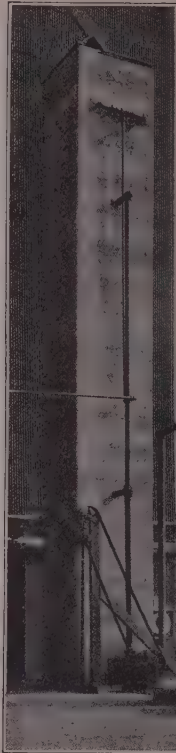
**American High Speed Chain Company**

Commercial Drive Division

1101 Transportation Building, Chicago, Ill.

Factory—Indianapolis, Ind.

## Reynolds Grain Bleacher



The **REYNOLDS GRAIN BLEACHER** is used by the largest grain dealers in United States and Canada; sizes up to 8000 bushels per hour. It is patented and stands alone in its class. The patent covers forcing fumes longitudinally through a mass of grain and any one doing this, no matter what means are used, is infringing our patents.

**BEWARE OF PIRATES.**

Before closing deal write us for full particulars.

**Reynolds Bleacher Company**

332 South La Salle Street

**CHICAGO**

## UNIVERSAL GRAIN CODE

For use of

## Grain and Milling Trades

*We recommend it. The trades endorse it.*

**Save telegraph tolls. Keep your business to yourself. Prevent Expensive Errors.**

Its 146 pages contain 13,745 expressions, printed on policy-bond paper, and bound in black flexible leather—size 7x4 $\frac{5}{8}$  inches.

**Price \$3.00**

**GRAIN DEALERS JOURNAL**

315 So. La Salle St.

Chicago, Ill.



## Economical Elevator Operation

Many people would be wiser and richer, if all which is told to them could always be the truth. What we say below is the truth as we see it, and we believe, too, that a good many elevator operators are beginning to believe the same thing.

In any locality where corn is shelled at the elevator, the corn cob problem oftentimes becomes a serious one. We have seen many elevators burn a cob pile almost every day just to get rid of them, when these same cobs if stored and used as fuel to operate the elevator could be made a source of great profit.

There never was any kind of a power unit built for an elevator, which gave the same satisfaction as a well designed steam engine and boiler. A steam engine will usually pull through any kind of a load and will do the work well at the same time. We never could see the reason for giving cobs away, or burning them up, or selling them for practically nothing and then buy gasoline for power.

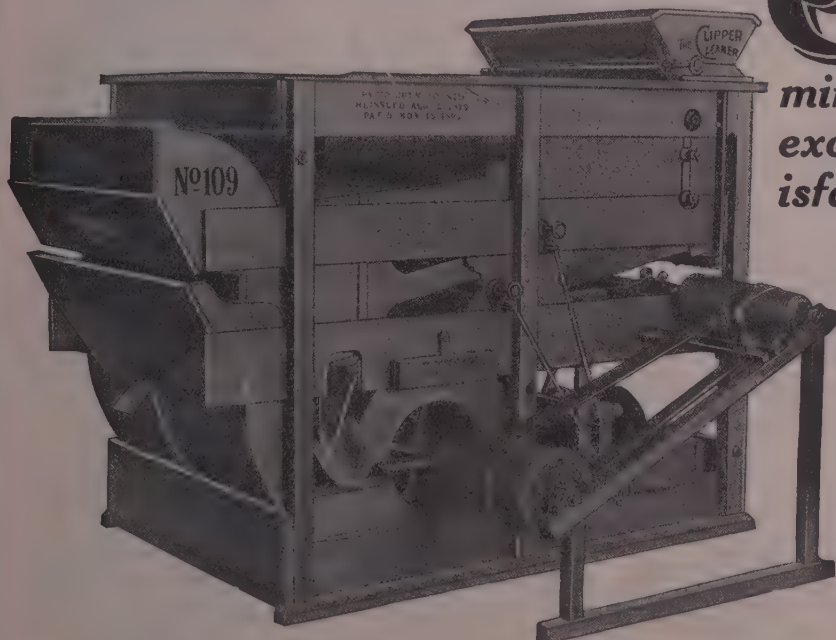
There is another thing to consider also and that is, when a boiler is installed a dryer can be used and the way grain comes sometimes this in itself is a great advantage.

Don't some of you who have read this really wish that you had never thrown out your steam engines? We build and always have built a line of steam engines and boilers, which have proved themselves well fitted for this kind of work and our prices are not out of line either.

Won't you give us an opportunity to correspond with you on this subject?

Chandler & Taylor Co., Indianapolis, Ind.

Once Installed the



**CLIPPER** fails to remind of its presence except as a most satisfactory machine

Its service is the even, steady performance of a perfectly balanced piece of mechanism.

Its economy is the kind that comes from the lowest maintenance cost.

The Clipper gives absolute assurance of freedom from the necessity of repairs and constant adjustment. It eliminates the loss from mechanical failures.

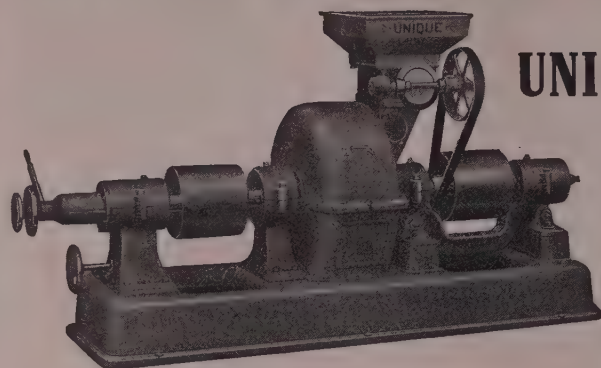
Clipper means satisfaction, capacity, reliability. The double cleaning—first through the screens and secondly by air weighing, affords a degree of service that is surpassed by none and equalled by few.

Send for particulars

A. T. Ferrell & Co. Saginaw, W. S., Mich.



# BUYING A NEW MILL?



The Mill of Today

## LOOK OVER THE UNIQUE BALL-BEARING MILL

Buyers who see the UNIQUE patent curved arm runnerhead, say "That's one of the chief features that made me decide to buy your mill. It certainly feeds wet or damp grain without choking, and gives a greatly increased capacity per horse power."

The special grinding plates are the results of years of experience, and they enable the mill to grind fine or coarse, just as your customers desire.

Find out about other special UNIQUE features that make the MILL DIFFERENT from any other.

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Chicago Office: 624 Western Union Bldg., Chicago

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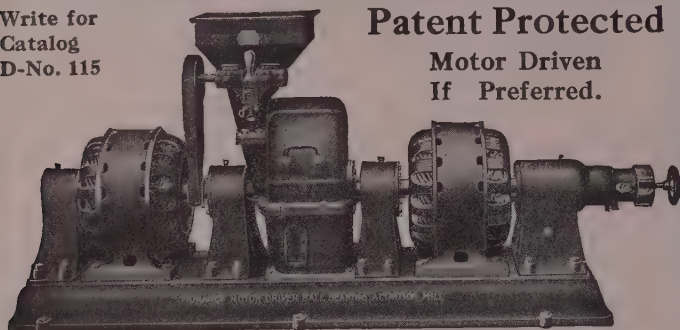
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Motor Driven  
If Preferred.



## THE MONARCH BALL BEARING ATTRITION MILL

The Original Ball Bearing Feed Grinder

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## COMPLETE EQUIPMENTS

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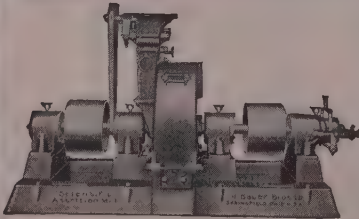
## Blended and Mixed Feeds

We will be glad to furnish without cost or obligation, complete plans, flow sheets, specifications and mixing formulas, leading to the installation of MONARCH machinery for the production of the above commodities in any quantity.

We are experts in this line and testimony from all of the numerous installations which we have made—indicates profit producing economy and universal satisfaction.

Submit Your Feed Proposition to Us

**SCIENTIFIC**



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Ball Bearing  
Attrition Mills**

Every dollar saved in operating cost means an added profit.  
For conscientious service, without repair bills, depend on the "Scientific."

**THE BAUER BROS. CO.**  
Formerly The Foss Mfg. Co.  
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## Grain Elevator Equipment

of all kinds, ready for immediate shipment.  
Look over your plant and see what you need.

**Steel Spouting    Steel Boot Tanks  
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Elevator Boots    Manlifts  
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We will gladly mail you our catalog describing our complete line. Write for it.

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## RICHARDSON GRAIN SEPARATOR CO.

15th Ave. S. E. and N. P. Tracks

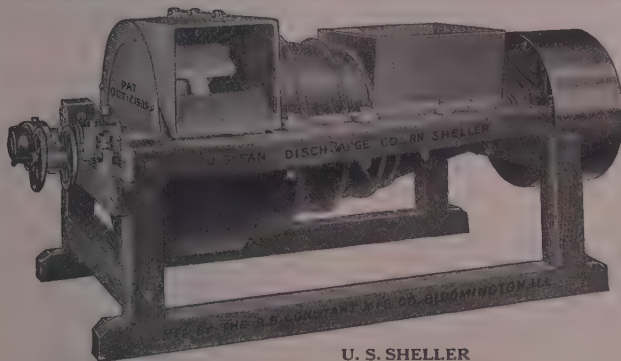
Minneapolis, Minn., Aug. 20, 1916.

Dear Friends:-

This year, of all years, you absolutely must have "Richardson Results" if you expect to "Get away with it." The Spring Wheat Crop is a great disappointment, but the wild oats are as abundant as ever. This means an Extra Dockage in your wheat—what is best to do about it? JUST THIS—Flood the sieves on your separator, and flood them good and heavy—the oats will be carried over on the blanket of wheat and will not up-end and go thru the sieves. NOW GET THIS PART!

A Richardson Oat Separator will positively reclaim all the wheat from these tailings, and will make a thoro separation too.

We are perfectly willing to send you a machine on trial and we want you to write us at once, if you want one of the machines for Fall use. Yours truly, RICHARDSON GRAIN SEPARATOR CO.



U. S. SHELLER



U. S. CLEANER

## Two Absolute Necessities

You cannot expect to have an efficient, money-making elevator if your cleaning and shelling machinery is not up to standard. Upon these two machines, more than on any other part of your equipment, rests the prosperity of your business. In view of this you should right now look into this part of your machinery. Bear in mind that any sheller or cleaner will not answer the purpose. What you need is the sheller and cleaner bearing the

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trade mark. It's the mark of superiority and satisfactory service. Write us for detailed information.

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Are you buying ELEVATOR BELTING to the best advantage; which means the longest service at the least cost?

We have removed any question of doubt on this point for others.

Why not let us do it for you?

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### SAVING MONEY

is very easy by using Tester Friction Clutches on your line shafts and machines. You then only operate such shafts and machines as are really needed.

Tester Clutches means cutting out the waste and saving money, power, trouble, time and temper.

Get Our FREE BOOKLET

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USE ONLY FRESH AIR FOR BOTH DRIER AND COOLER. No dust is blown through our coils. We have an absolutely even distribution of air throughout both Drier and Cooler. GRAIN IS DRIED UNIFORMLY AND COMES OUT IN BETTER PHYSICAL CONDITION than from any other Drier on the market. A good Drier is a paying investment this year.

Write us for list of users and prices.

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### For Safety or Economy

The only SANE, SAFE thing to do is recover the dust with all-metal fireproof

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**The Knickerbocker Co.,**

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WHEN YOU BUY—BUY RIGHT.

OUR ADVERTISERS OFFER THE BEST.

### OUR AUTOMATIC DUMP CONTROLLER

USED EVERYWHERE  
WHY?



To control your dump, you're needing,—  
Something good;

And with you we're gently pleading,—  
And you could

Try our little Dump Controller,—  
Yes! you really should;

And your troubles they'd be over,  
If you would.

This controller has complete control of the dump from the time the trigger is pulled, and causes it to settle down easily and without the least jar and jerk.

We gladly send circulars and prices upon request.

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**IT'S THE SCIENTIFIC CONSTRUCTION  
HIGH QUALITY OF RAW MATERIALS  
AND BEST TYPE OF WORKMANSHIP  
IN  
REXALL DOUBLE-STITCHED BELTING**

**THAT MAKES IT STAND IN A CLASS BY  
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GRAIN ELEVATOR AND CONVEYOR BELT**

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**"Non-Separable Ply" Rubber Belt**

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Since 1855

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**W**E were the original manufacturers of rubber belt for elevating and conveying grain—work that is particularly trying on belting, requiring great strength and freedom from stretch. Some of the largest elevators in the country are equipped with our Elevator Belting. Manufactured of heavy cotton duck, with an especially strong rubber friction uniting the plies, and an extra thick cover on pulley side. Warranted to run perfectly smooth and true on the pulleys, and can be depended upon at all times to do the work required.

Belts punched accurately for buckets if desired. Estimate for elevator equipments cheerfully furnished

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**We'll buy your old  
LEATHER BELTING**

Communicate with us at once

**FANCY PRICES OFFERED**

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**Uneven distribution, filled with dirt, or even distribution and thoroughly cleaned grain?**

**WHICH ARE YOU GETTING?**

The Mattoon Combined Car Loader and Grain Cleaner actually improves the grade of the grain that passes through it. Its use insures even distribution throughout the car as well as perfect stirring of the grain. If you are interested in better loading methods get in touch with us at once.

**MATTOON GRAIN CONVEYOR CO.**

MATTOON,

ILLINOIS



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Bucklin Co-Operative Assn., Bucklin, Kas., says: "Best loader on the market."

O. N. East, Milmine, Ill.: "Loads the cars without scooping and improves the grades."

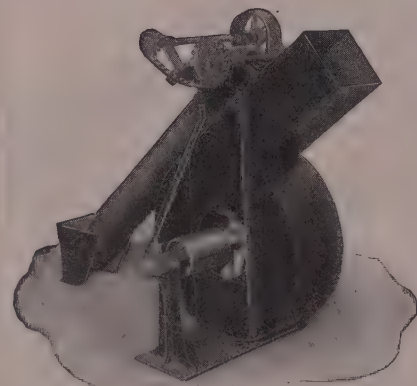
Mt. Pulaski Grain Co., Cornland, Ill.: "Certainly highly pleased with your new loader. Loads every car to full capacity without shoveling and improves the grades."

Ochs Grain Co., Hoisington, Kas.: "We think we have the best car loader of any elevator around here. Many elevator men have called in to see it."

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. CANNOT injure the tenderest grain. Grades improved. 30 days' trial allowed. Simple and easy to install. Write for complete catalog today. It will pay you.

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you want the most simple and up-to-date equipment, and that is the BERNERT line of pneumatic grain handling machinery. If you are in need of a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader, or Track-loader, both stationary and portable, etc., then do not wait, but write today for catalog and descriptive matter to the

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Everything in Pneumatic Grain Handling Machinery

**It's Bad Business** to guess at the amount of moisture in the grain you buy. Install a

**Flint-Brown-Duvel** Complete Moisture Testing Outfit as Shown. \$20.00 Net  
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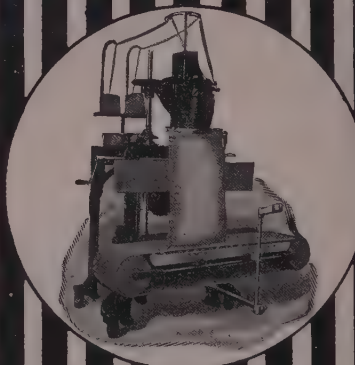
## The Bush Portable Coal Unloader

is the easiest to handle, largest capacity, least expensive — the most practical machine on the market.

*If interested write us.*

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## UNION SPECIAL ADJUSTABLE HEAD FILLED BAG MACHINE



Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

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**GRAIN DEALERS JOURNAL**

La Salle Street, Chicago, Ill.

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The seepage of water in elevator pits means mouldy grain—and mouldy grain means a money loss to the elevator man. These enormous losses *can be prevented.*

Good business judgment tells us that it means *real economy* to put a stop to this waste.

## Anti-Aqua No. 826

is a scientific, damp-proof coating formulated essentially for this work. It prevents the seepage of water—keeps the pits dry, thus insuring you against the loss of having mouldy grain.

Anti-Aqua is easy to apply. It requires no heating or thinning—there is no waste or dripping. It sets up quickly and dries firmly overnight.

For full details, prices, covering capacity, etc., address

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Paint Makers

Dept. 978

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*A copy of the List of Users will be sent free to you and 14,999 other live grain firms who desire to reduce their telegraph tolls.*

*Printed on bond paper and bound in flexible leather. Price \$3.00.*

**GRAIN DEALERS JOURNAL**

315 So. La Salle Street

Chicago, Illinois

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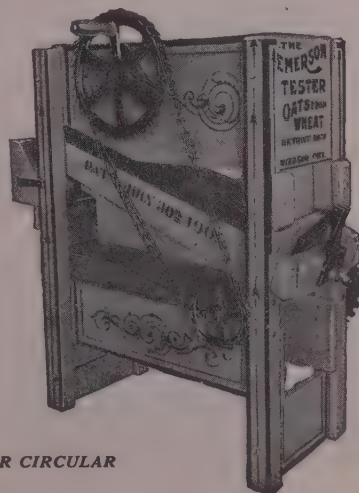
We guarantee, not a kernel of oats left in the sample and not a kernel of wheat lost with the oats.

Over 4000 Elevators, Flour Mills, Grain Inspection Departments, Boards of Trade and the U. S. Grain Standardization Department are using this TESTER.

Eliminates all guess work and saves all the WHEAT.

Farmers prefer selling where dockage is determined with the EMERSON TESTER.

Pays for itself in a very short time. Pleases the farmer as he sees the dockage is on the square.



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Campbell St. and M. C. R. R.

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Contract calls for and MORE."**

Concrete and Tile  
Quick Service

Cribbed and Balloon  
Guaranteed Work

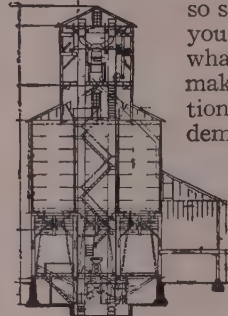
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**PLANS and ESTIMATES**



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

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**ELEVATOR  
CONSTRUCTION  
SPECIALIST  
SINCE  
1881**

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**"Hydrite" Your Elevator. Prevent** that LOSS  
and off-grade grain by making your pit and walls waterproof due to damp

**THE WATERPROOFING COMPANY OF AMERICA**

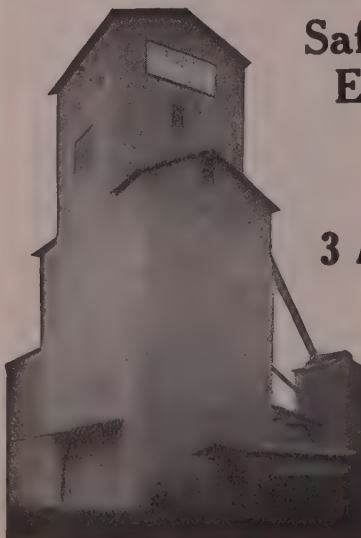
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**Grain Elevators**

of any size and any type

**Designed and Built for**



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COMPANY**

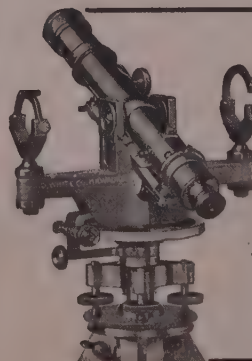


**THIS** booklet, giving complete description and cost of 38 country elevators, mailed free to interested parties in the Southwestern territory. To other parties 50c.

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**CONVERTIBLE LEVEL**

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Is a big improvement over the ordinary convertible level. Standards are cast integral with cross-bar, which not only saves time in converting level to transit but cuts out error-ridden method of attaching and detaching standards by means of set-screws. Most compact, accurate and durable convertible level on the market today. Write for further facts, price, etc., now, and get posted on this up-to-date instrument for up-to-date contractors.

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Especially Designed for Economy  
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**THE CHEAPEST Elevator in the End is Steel Construction  
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It Does Not Burn.  
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This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

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**GRAIN DEALERS JOURNAL,** La Salle St., Chicago, Ill.



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Built this Daylight, Fireproof Milling Plant for the Southwestern Milling Co., Kansas City, Kans.

Capacity, 400,000 Bus.—400 Bbls.

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Designed and Built by

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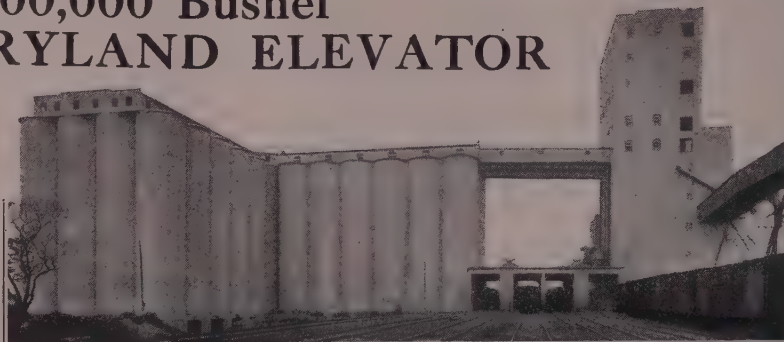
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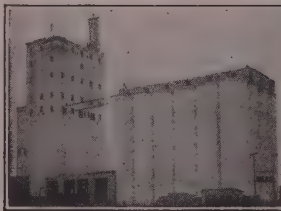
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CONSULTING ENGINEERS

PLANS—SPECIFICATIONS—SUPERINTENDENCE

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**Modern Fire-proof Grain Elevators**



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000 bushel capacity, Baltimore, Md.

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*Capacity 3,500,000 Bushels*

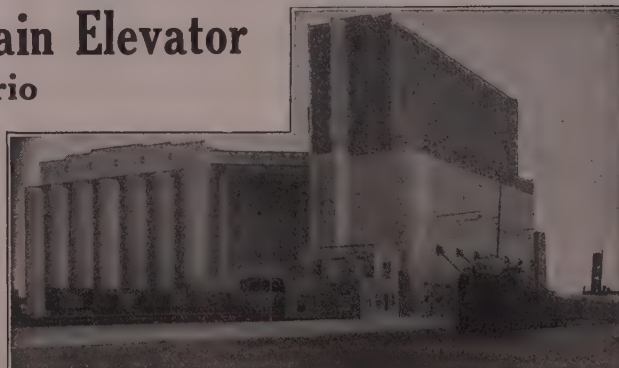
The Last Word in GRAIN ELEVATORS

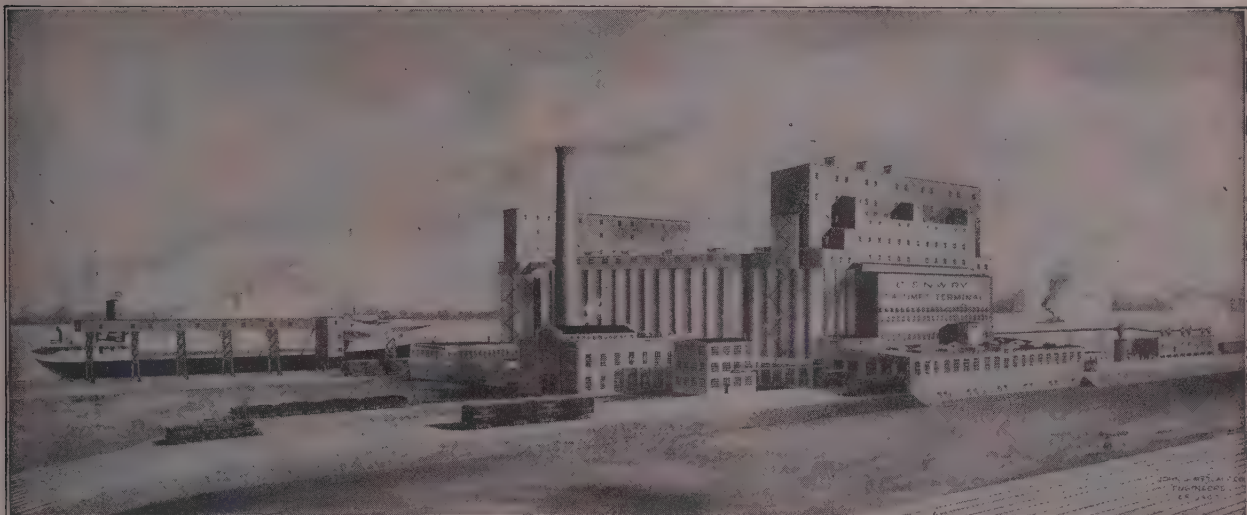
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Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

Designing and Consulting Engineers for Entire Work  
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GRAIN ELEVATOR ENGINEERS

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108 South La Salle St., CHICAGO, ILL., U. S. A.

35 Southampton St., LONDON, W. C., ENGLAND



Terminal Elevator, Calgary, Alta., 2,500,000 Bushels Capacity. Recently Completed.

**WE BUILD REINFORCED CON-  
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**Grain Elevators, Mills and  
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Our Engineering Department is ready to solve  
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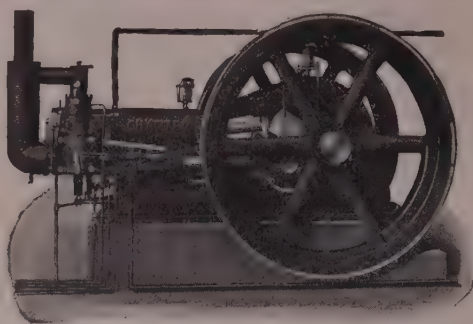
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Reinforced Concrete—1,000,000  
bu. capacity. Receiving capac-  
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New addition doubling size of  
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Designed and Built by

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In extreme simplicity CHARTER engines are without an equal. It is impossible to produce an oil engine of the same super-efficiency in which every non-essential, or undesirable part, has been successfully eliminated to a greater degree than in the CHARTER.

It is an undisputed truism of mechanics that when every unessential detail of a machine is eliminated, it cannot possibly give trouble, hence the ideal attained in CHARTER engine construction represents as perfect a mechanical creation as the limitations of human knowledge will permit.

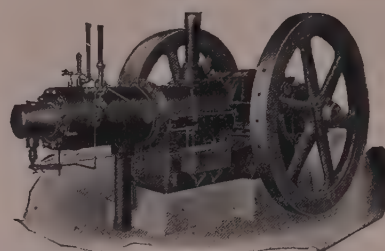
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## Let a Money-Making MUNCIE Do Your Work

it does it cheaper, better and with less trouble. In order to enlarge your yearly profits you need power that costs less—that is more available—you need steady power, power that requires less fuel and less labor to produce. You get all of this and more when you install a Money-Making Muncie.

Are you interested? Write for our catalog today, it contains valuable data for the engine operator—no matter what engine he uses, or what fuel he burns.

*Muncie-ize Your Elevator for Larger Profits*

**Muncie Oil Engine Company**

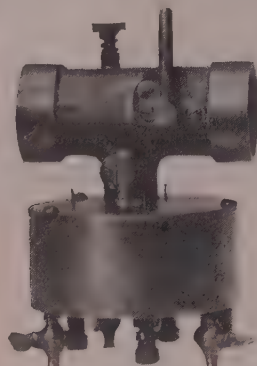
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Muncie, Ind.

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OR

## Six Reasons Why You Should Use OUR KEROSENE CARBURETOR



1—Because it uses Kerosene successfully, and kerosene is from one-half to one-third cheaper than gasoline, and has greater explosive power.

2—Because Kerosene makes a more efficient fuel than gasoline for power, does away with carbon deposit, and spark plug troubles, reduces the friction load, and gives longer life to the engine.

3—Because it cuts the fuel "TAX" 60%. For instance: If you are using 25 gallons a day of gasoline at 20c a gallon, it costs you \$5.00. We will pull the same load with 23 gallons of KEROSENE at 8c a gallon, costing \$1.84, a net saving of \$3.16, or 63%.

4—Because you destroy no part of your engine or its equipment, you need no special tools to install it, and it pays for itself in 30 days on its own saving.

5—Because you can get a lower insurance rate by using KEROSENE, as there is less danger from fire by combustion, and there is NO LOSS by evaporation.

6—Because, last and most important, we guarantee to prove all the above under a bankable, money back guarantee.

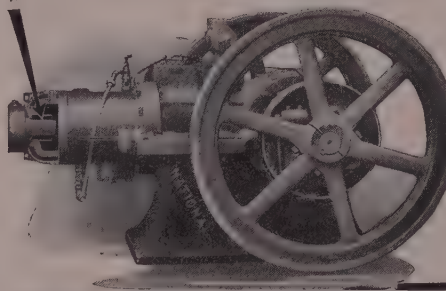
References: American National Bank, Frankfort, Ind.,  
Dun or Bradstreet

**The Kerosene Carburetor Company, Inc.**

FRANKFORT, IND.

Dealers wanted everywhere

## A NATIONAL OIL ENGINE



With its paramount ignition makes it the most popular engine for elevator use. Have you one?

Write for  
Catalog

**NATIONAL  
STEAM PUMP  
COMPANY**

Upper Sandusky, O.

## SHIPPERS' RECORD BOOK No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

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LaSalle Street - CHICAGO, ILL.

—buy U. S. Advertised goods—

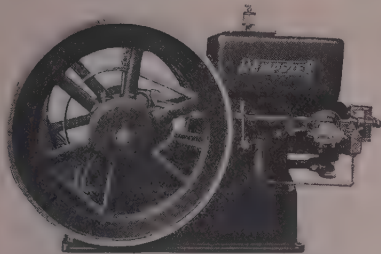
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Regarding Our  
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# **DEMPSTER**

35 Years  
Successful Engine  
Manufacturing  
Experience

**KEROSENE-GASOLINE**  
6 to 50 H. P. **ENGINES** 6 to 50 H. P.

## **DON'T BUY THAT ENGINE**



6-8 and 10 H. P. Kerosene or Gasoline  
Hopper or Tank Cooled

**Special Price**  
for  
**The Grain Man**

FACTORY BRANCHES  
With Complete Stocks  
Minneapolis, Minn.  
Sioux Falls, So. Dak.  
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Until you have  
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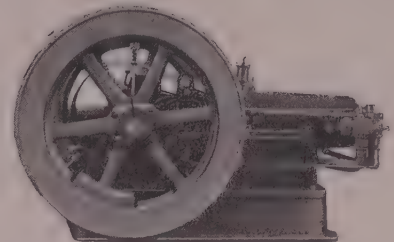
**DEMPSTER**

**GRAIN MAN'S  
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**Surplus Power**  
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**DEMPSTER MILL MFG. CO.**

Main Office and Factory  
**BEATRICE, NEBRASKA**



15-20 and 25 H. P. Kerosene  
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**Special Quality**  
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FACTORY BRANCHES  
With Complete Stocks  
Kansas City, Mo.  
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Oklahoma City, Okla.

## **Stock Deliveries Now on Small Engines**

Sturdy *slow-speed* OTTO Gas and Gasoline Engines from 2 to 20 h. p. are in stock for immediate deliveries.

Complete manufacturing facilities enable us to build engines in these sizes in anticipation of the demand.

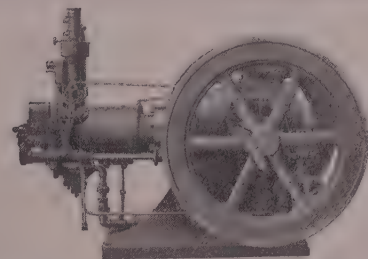
The 100,000 and more OTTO engines in use and a service record dating back to 1876 are the best endorsements of OTTO engine quality.

Larger sizes up to 150 h. p. can be completed promptly. Full information or the co-operation of our engineers will be extended by addressing either office.

**The OTTO Gas Engine Works**  
15-17 South Clinton Street, Chicago  
Main Office and Works: Philadelphia

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## **Gas and Gasoline Engines**



## **Mogul and Titan Kerosene Engines**

These engines, in 4, 6, 8, 10, 12, 15, 20, 25, 35 and 50 H. P. sizes, operate on kerosene and other cheap, low grade fuels, working as efficiently as the best gasoline engines, at less than half the fuel cost at present prices.

Kerosene is also safer than gasoline as fuel for grain elevator engines. Ask your insurance man.

The service you can get from this Company is an item worth considering. We have branch houses in 87 principal American cities, one of them not far from you, where complete repair stocks and expert help are available. It is a serious accident that puts an International Harvester engine out of commission for more than twenty-four hours.

Write to the address below and we will put you in touch with the nearest branch house, from which you will receive complete information.

**International Harvester Company of America**  
(Incorporated)  
21 Harvester Building Chicago, U. S. A.



What Leading Engineers Endorse  
and Specify

## The Humphrey Improved Metal Employee's Elevator

is Especially suited for modern fire proof buildings.

A time energy and money saver.

Write today for particulars.

**NUTTING TRUCK CO.**

SOLE MANUFACTURERS

**FARIBAULT MINNESOTA**

Also Manufacturers of a Complete Line of Floor Trucks.



## Advertising

Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

## An efficient leg in an elevator wins half the battle

More than a thousand elevators escape mixing grain by using a

## HALL SIGNALING GRAIN DISTRIBUTOR



and very many are doubling their capacity, reducing cost of operation and maintenance, and more effectively and conveniently doing the work without backlegging or choking by installing a

## HALL SPECIAL

elevator leg with actual results after installation. Guaranteed by the

**Hall Distributor Company, 222 Ramge Bldg., Omaha, Nebraska**

Prevent  
CLAIM LOSSES  
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## TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

6000 SHIPPERS  
Are now using them.

Write for samples and prices.



**INTERNATIONAL SEAL & LOCK CO.**

Chas. J. Webb, Vice-President

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## BOWSER FEED MILLS

**GROW  
HEALTHY  
STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

**The N. P. BOWSER CO.**  
South Bend, Ind.



## Gerber Spouting Has No Equal

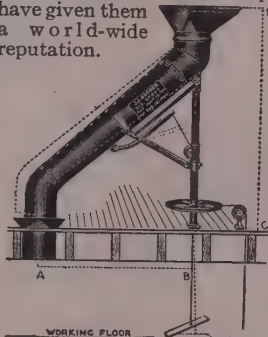


The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

## The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



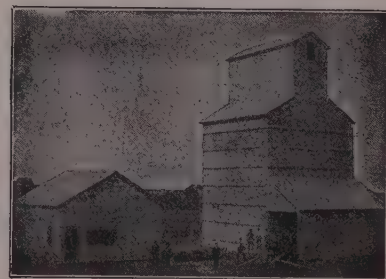
Don't accept those "almost as good." For satisfaction, get the genuine, made by

**J. J. GERBER**

MINNEAPOLIS

MINNESOTA

# For Sale



For particulars see the

## "ELEVATORS FOR SALE"

columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

**The cost for advertising is 20c per line**

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Form 380 Record of Wagon Loads Bought }  
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The rate for advertisements in this department is 20 cents per type line each insertion

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**FOR SALE:** Best elevator proposition in the State of Montana. \$5500.00 if taken at once. Address Sale, Box 5, Grain Dealers Journal, Chicago.

**ILLINOIS** Elevator located at Fulton, Ill., for sale or exchange for land. Address Short Box 5, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Cheap, two good elevators. One in Western Minn., other in Western Iowa. Both money makers. T. J. Morgans, Soo Falls, S. D.

**CENTRAL NEBRASKA**—Finely located elevator. Reason for selling, sickness in family. Big crop. Address Land, Box 2, Grain Dealers Journal, Chicago.

**SOUTHWESTERN OHIO**—For sale, three grain elevators, good locations, address Nora, Box 4, Grain Dealers Journal, Chicago, Ill.

**NORTHWEST IOWA** 45,000 bushel plant for sale. Handles 200,000 bushels annually. Good competition. Sell 1,500 tons coal. Good town in best part of state. Write St. Box 3, Grain Dealers Journal, Chicago.

**MINNESOTA** Elevator, 10,000 bushels capacity and large tank holding 50,000 bushels on Omaha right of way, for sale to close estate. Address Edward C. Farmer, St. James, Minn.

**EASTERN KANSAS** Elevator and residence in good grain section for sale. Residence and elevator at the value of the elevator alone. Reasons for selling, ill health. For particulars address Anna, Box 2, Grain Dealers Journal, Chicago.

**CENTRAL NEBRASKA.** We have for sale three elevators in the best located towns and will offer an exceptional opportunity to anyone wishing to buy a first class house. All fully equipped. The Lincoln Grain Co., Lincoln, Neb.

**INDIANA** For sale only elevator in county seat town. Good territory. Side lines more than pay all running expenses. Bargain if taken at once. Don't write unless you mean business. Address K, Box 5, Grain Dealers Journal, Chicago.

**NEBRASKA:** Two good country elevators on the Union Pacific Railroad, located in wheat and corn belt. If you are looking for a location, either place is a fine chance to make money. Address Ton, Box 5, Grain Dealers Journal, Chicago.

**PUBLIC SALE** at Court House, Springfield, Illinois, Saturday, Sept. 30, 1916, at 2 P. M.

Four choice Grain Elevators in the best part of Illinois Corn Belt. Consult John H. Lloyd, Receiver, Springfield, Ill.

**FOR SALE** 12M. bu. cap. studded elevator on Wabash R. R. close to Wabash River in Central Indiana. 250 ton coal bins. Storage warehouse 20x56. Lumber sheds 16x90. Elevator has 2 dumps, 3 stands of elevators. Automatic scales, Invincible cleaner, No. 3 U. S. Sheller. Steam power. All on private ground. Handles on an average of 60,000 grain a year. 14 cars lumber, 15 cars coal, besides 10 to 15 cars other inbound freight. No competition. Plant cost \$6,500. Best offer takes it as I wish to quit the business. Don't write without you mean business. Address Bargain, Box 4, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE

**OKLAHOMA** one good elvtr. well located, 15,000 bu. cap. Owner wants to sell and will make price right. Address Grain Box 5, Grain Dealers Journal, Chicago.

**NORTHWESTERN OHIO** elvtr. & coal business \$15,000.00. No trades. Do not write unless mean business. Address Will, Box 11, Grain Dealers Journal, Chicago.

**ILLINOIS** 40,000 capacity elevator, modern, located on C. & E. I. R. R. Also coal business. One competitor. Address Eng-land & Hancock, Tuscola, Ill.

**EASTERN NEBRASKA**—2 elevators for sale. Crop just commencing to move; fine crop prospects. Write Home, Box 1, Grain Dealers Journal, Chicago.

**CENTRAL OHIO:** Elevator on private grounds. Good thriving business in grain, hay, coal, flour, feed, etc. Buildings in best of condition. No competition. Write Ken Box 5, Grain Dealers Journal, Chicago.

**MICHIGAN**—New 20,000 bu. elvtr., new lumber sheds and coal business in one of best hay, grain and bean sections. No opposition. Have reason for selling. Wauertown Lumber Co., Sandusky, Mich.

**WISCONSIN** 10,000 bu. cribbed elevator and coal business for sale on easy terms, as I wish to retire from active business. For particulars write A. T. Sanders, Fisk, Winnebago Co., Wis.

**SOUTHWEST MINNESOTA** 40,000 bushel elevator for sale. Heavy trade, also coal station, ships 800,000 bushels annually. Splendid crop being harvested. Good live town. For information address Shipper, Box 3, Grain Dealers Journal, Chicago.

**FOR SALE OR TRADE:** Northern Illinois Iron clad, cribbed elevator in good territory. Capacity 10,000 bus.; electric motor, up-to-date construction. A one-man plant. Coal and feed business can be obtained. Address Wakefield Grain Co., Waterman, Ill.

**COLORADO**—For Sale 25,000 bu. elevator with fuel and feed business, in the famous Arkansas Valley. Good town, wideawake, healthy climate. Doing good business, thoroughly equipped. Good reason for selling. This is a money maker. Address J. B., Box 4, Grain Dealers Journal, Chicago.

**WESTERN WISCONSIN** 12,000 bushel elevator, good coal shed, wagon scale and office for sale. Good chance to ship hay and produce in connection. Located in a live town; good schools and fine adjoining territory. Write Chance, Box 3, Grain Dealers Journal, Chicago.

## ELEVATORS FOR SALE.

One 60,000 bu. capacity, actual value \$13000.00, at Strawn, Ill., and one at Risk, Ill. One mile apart. Handle 500,000 bu. annually. Must be sold by Oct. 1st, 1916, to close bankrupt. For particulars inquire of T. J. O'Connor, Trustee, Chatsworth, Ill.

**WANT** experienced grain man to buy half interest in a first-class up-to-date 30,000 bushel elevator. Big coal, flour and feed business. In 4000 Minnesota town. Can use one-half cash and half in good clear land. Must be an experienced grain man. Write Live Town, Box 5, Grain Dealers Journal, Chicago.

## BUSINESS OPPORTUNITIES.

**FOR SALE**—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

**WHATEVER** your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

**BIG SNAP**—75 bbl. Mill, elevator, coal and feed business. Fine location, running. \$8,500.00, terms. Will take partner with capital or trade for clear land. Unless you mean business, don't answer. Address North Dakota, Box 1, Grain Dealers Journal, Chicago.

**THE FARMERS** Elevator Co. of Hartley have decided to sell their Flour, Feed and Coal business with warehouse, office and coal sheds on two railroads. Good thrifty town of 1,200.

Anyone interested write to F. C. Mast, Secy., Hartley, Iowa.

**AN OPPORTUNITY** for investment is offered to one or two grain men in a proposition now being developed. It promises especially favorable returns on the capital invested. The project is one closely connected with the grain business and affiliated industries, and association with those actively engaged in grain is desired. Write Personal, Box 4, Grain Dealers Journal, Chicago, Ill.

## FOR SALE.

A general warehouse business now in operation in one of the best towns in Central Ohio, on the T. & O. C. Railroad (New York Central Lines). The property consists of a grain elevator, hay barns, corn cribs, hog yards with sheds having concrete floors, wool room and hide cellar. The business has been established for twenty years and consists of hay, grain, seeds, wool, hides and live stock. The present owner is over seventy years old and wants to retire. An excellent opportunity for a young man with some money. Price \$5,000.00; one-half cash, balance terms to suit. Address J. R. Alsdorf, Westerville, Ohio.

## WANTED.

**WANTED:** Paying car lot business in S. W. territory. Price and particulars in first letter. Write Silo, Box 5, Grain Dealers Journal, Chicago.

## ELEVATORS WANTED.

**FOR SALE** or will trade for modern grain elevators at good stations in Central Illinois, 348 acres of fairly well tiled black corn land in Elsberry drainage district 69 miles Northwest of St. Louis, Mo., on C. B. & Q. R. R. Address W. H. Suffern Grain Co., Decatur, Ill.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.



**ELEVATOR BROKERS.**

**SELLERS** list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

WHEN in the market for Flour Mill or elvtr. at the right price, write me. I have them, also farms to exchange. R. N. Parrshall, 111 W. High St., Detroit, Mich.

**LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.**

IF YOU wish to buy or sell an elevator, write, wire or phone me. Always have a nice assortment to select from at prices ranging from \$3,500 to \$25,000. James M. Maguire, Campus, Ill.

**MILLS FOR SALE.**

**FOR SALE** 75 bbl. mill, cheap. Good reason for selling, plenty wheat at mill. Blue Rock Milling Co., Blue Rock, O.

**FOR SALE** 150-bbl. flour mill, situated in Kansas wheat belt, in operation; money maker. Address Bee, Box 6. Grain Dealers Journal, Chicago.

**FOR SALE:** 25-bbl. custom roller mill (sifter system), and good feed-grinding trade. Water power. No competition. Mill running right along. One mile from town of 800, on Grant Highway; fine location. Write Eby & Winter, Elizabeth, Ill.

**FOR SALE** One 25 bbl. "Midget" Marvel Roller Flour mill all newly started Jan. 1, 1916. Alsop Electric Bleacher; Willford Three Roller Corn Mill, size 1; 20 h.p. Stover Gas Engine. Coal yard in connection. Buy our wheat and corn from the wagon. Stratford is the County seat of Sherman Co. on R. I. R. R., 440 miles west of Kansas City. Only mill in the County. E. W. Caldwell, Stratford, Texas.

**FOR SALE or Rent**—An up-to-date mill at Breesport, N. Y., in the heart of a buckwheat and dairy country; capacity 50 bbls. wheat flour, 100 bbls. buckwheat flour; 8 to 10 tons feed; grain storage 8,000 bu.; feed storage 4 cars; two acres of land private railroad switch; steam and gas engines, either one sufficient power to run mill alone; good buckwheat flour trade in car lots established; large local feed trade. Address Chase-Hibbard Corporation, Elmira, N. Y.

**ON ACCOUNT** of ill health and old age, I wish to dispose of my flour mill. 50 bbl. Nordyke & Marmon steam mill, frame building, located in one of the best farming sections of the state, ten miles to the nearest mill, in a growing town of about 800 inhabitants on the L. & N. R. R. This section of country is rapidly coming to the front on account of coal interests. We consider it an excellent opportunity for a good, progressive miller. Price \$5,000. D. A. Reeves, Prop., Broughton, Ill.

**HELP WANTED**

**WE NEED** a bookkeeper and office man who has had experience in grain business. Prefer one who knows something about the receiving and shipping end of business. Geo. W. Cole Grain Co., Bushnell, Ill.

**WE ARE** in need of a good young man who would like to learn the Grain Business. Must have good education and keep books, also help wait on trade. Good place for right kind of young live man. Write Live, Box 5, Grain Dealers Journal, Chicago, Ill.

**WANT A JOB** as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

**SITUATIONS WANTED.**

**WANTED:** Position as mgr.; line elvtr. preferred; 15 years experience; best of reference. Write E. W., Box 5, Grain Dealers Journal, Chicago.

**WANTED POSITION** as Mgr. of elvtr. Have had 3 yrs. experience and can furnish good reference. N. D. pref. Address Hurd, Box 9, Grain Dealers Journal, Chicago.

**WANTED**—Position as manager of farmers elevator. First class references furnished. Address Douglas, Box 3, Grain Dealers Journal, Chicago.

**WANTED**—A position as Manager for some elevator Co., or as solicitor for some live house, grain or hay. Can furnish best of references. Address Scott, Box 3, Grain Dealers Journal, Chicago.

**EXPERIENCED HELP**, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

**WANTED:** Position as Manager of Farmers Elevator. Have had 5 years experience in the Grain and coal business. Married and can give A1 references. Will get the business. Address Room 409, Board of Trade, Wichita, Kans.

**WANTED**—Position as Manager of Country elevator, town of 1,500 to 2,000. Prefer Illinois. Have had 13½ yrs. experience in handling grain for one line house. Address Harry, Box 2, Grain Dealers Journal, Chicago.

**WANTED** a position as solicitor for some good Chicago firm. Have had 15 years experience in grain and have a large acquaintance over the northwest. Best of references. Address Clare, Box 9, Grain Dealers Journal, Chicago.

**POSITION WANTED** with commission firm. Good accountant and judge of grain. 12 yrs. experience in cash grain and futures. Member Milwaukee Chamber of Commerce. Best of references. Address Wis., Box 3, Grain Dealers Journal, Chicago.

**WANTED position** as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

**COMPETENT** all around grain man wants position. 12 years' experience in grain states. Understand how to handle elevators and men. Have had charge of line of grain elevators. Can buy and sell. Reference and bond. Write West, Box 3, Grain Dealers Journal, Chicago.

**WANTED Position** as Auditor or Mgr. of Line of Elevators or Buying and Selling grain at terminal markets. Sixteen years experience in all branches of grain business. Well acquainted in the Northwest and Kansas. Good judge of spring and winter wheat and can handle men. Address Rock, Box 4, Grain Dealers Journal, Chgo.

**WANT** position with some good grain or milling company where there is chance of advancement. Have had experience in both buying and selling end, and have had charge of line of elevators. Best of reference as to character and ability and bond. Address M., Box 3, Grain Dealers Journal, Chicago.

**ARE YOU** looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

**SITUATIONS WANTED.**

**GRAIN** Inspector and office manager several years experience in buying and selling Central and Western Kansas will take position in September. Write House, Box 4, Grain Dealers Journal, Chicago.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habit. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly?

**PARTNERS WANTED.**

**YOU CAN SECURE** a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

**WANTED: PARTNER** in the seed business or one to furnish the cash to buy seed and hay on commission. Can furnish first-class references. Write Verne, Box 5, Grain Dealers Journal, Chicago.

**SECOND-HAND BAGS AND BURLAP.**

**BURLAP BAGS OF EVERY KIND FOR SALE;** new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

**BUILDING MATERIAL.**

**FOR SALE** about September 20th to Oct. 1st, 1916, forms for erecting eight 16' diameter concrete grain storage tanks. Ewart Grain Co., Lincoln, Nebr.

**INFORMATION BURO**

**READERS DESIRING** to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

**FERRETS.**

2000 Ferrets. Prices and booklet mailed free. N. E. Knapp, Rochester, O.

**FERRETS.** 1,000 good ratters, hunters. Breeding stock sale. G. Breman Co., Danville, Illinois.

**BIDS WANTED.**

**NEW ELEVATOR** will be built this fall by J. H. Knauer, Corunna, Ind. The job is open for bids.

**FLOUR FOR SALE.**

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

## ENGINES FOR SALE.

**FOR SALE:** One Gasoline Engine, 20 h. p., with magneto and everything complete. Garrett Elevator Co., Garrett, Ind.

**FOR SALE** 35 h.p. Nagle Engine, cheap. Also Great Western Rotary Bolter. Malone & Wenzel, Herndon, Kans.

**FOR SALE**—One 25 h. p. double cylinder International Gas Engine in good shape. Move at once. K. R. Frazier & Co., Colo, Ia.

**FOR SALE**—One 8 h.p. Olds Gasoline engine in good running condition. Price \$100.00. W. F. Wolfe, Athens, Mich.

**FOR SALE**—One 50 h.p. Stationary double Olin Gasoline engine. Replaced by electric power. Address H. F. Page, Franklinsville, N. Y.

**FOR SALE** St. Marys oil, gasoline and gas engine, 50 h.p., good as new. Replaced by electric power. Will sell very cheap. The Cygnet Grain & Hay Co., Cygnet, O.

**FOR SALE** 5 h.p. DuBois Gasoline Engine with circulating tank, new. Bargain. Also some bargains in refitted gasoline engines. Standard Scale Co., 1341-45 Wabash Ave., Chicago, Ill.

**ANY KIND, ANY SIZE, ANY PRICE** gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

### GASOLINE ENGINES.

Special prices on 5, 8 and 12 H.P. Northwestern Horizontal Engines, on skids or with trucks. Will make right prices to buyers desiring engines this Fall. Address Northwestern Steel & Iron Works, Engine Builders & Manufacturers, Eau Claire, Wis.

### GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.  
25 H. P. Columbus.  
25 H. P. Fairbanks-Morse.  
22 H. P. Fairbanks-Morse.  
15 H. P. Fairbanks-Morse.  
12 H. P. Fairbanks-Morse.  
6 H. P. Fairbanks-Morse.  
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

## STEAM ENGINES, BOILERS.

**FOR SALE**—12 h. p. Red Lion Steam Engine; best condition; also boiler for same in good shape. J. C. Grout, Winchester, Ill.

## WANTED.

### BOILER WANTED.

20 or 25 h. p., either vertical or horizontal. Wm. Kaufmann Co., Buckley, Illinois.

## SCALES FOR SALE.

**SECOND - HAND SCALES OF ANY** make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

### SCALE BARGAINS.

Newly overhauled. Good Condition. Guaranteed. Immediate Shipment.  
4, 5 and 6 ton Standard Wagon Scale.  
5, 6, 8 and 10 ton Fairbanks Wagons Scale.  
6 and 8 ton Howe and Columbia Wagon Scales.  
2,500 and 3,500 lb. Fairbanks Dormant Scales.  
2,500 lb. Chicago and Buda Dormant Scales. Also portable Scales.

Write for low price and full information. Standard Scale Co., 1341-45 Wabash Ave., Chicago, Ill.

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

## MACHINES FOR SALE.

**FOR SALE** Cheap, No. 4 Western Cleaner in good working condition. W. M. Reckewey, Girard, Kansas.

**FOR SALE**—Several double stands Wolf Rolls; 9x24 and 9x30. In good condition. At a bargain. Address The Rea-Patterson Mfg. Co., Coffeyville, Kans.

**FOR SALE:** One No. 10 Boss Car Loader. Never been used. Address Lock Box 79, Crawfordsville, Ind.

**FOR SALE** Philip Smith No. 1 corn sheller and cleaner combined. Good condition. Reason for selling, bought larger sheller. Nolte Bros., Delphos, Ohio.

**FOR SALE:** No. 8 Bowsheer Feed Mill; good as new, new set burrs on. A bargain if sold at once; also 1—8x34x1 15/16 pressed steel pulley; 1—8x32x1 15/16 cast iron pulley. P. O. Box 282, Lynn, Ind.

**FOR SALE:** Second-hand Jewell Automatic Steam Engine, 20 h.p.; first-class condition. Price \$75.00 f.o.b. cars Hicksville, O.

ALSO Boss Car Loader (old style) \$20.00 f.o.b. Hicksville.  
BEAR GRAIN CO. Hicksville, Ohio.

**WANTED**—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

**FOR SALE** 4 double stands Barnard & Leas rolls, No. 3958, No. 3959, No. 3960 and No. 3961 with Cornwall's Automatic feeder, patented 1895; Geo. T. Smith Middlings Purifier Co., Jackson, Mich., plansifter; Barnard improved centrifugal reel; also elevators and belts; boiler, 60 h.p.; engine 45 h.p. Will trade for property or livestock. Big discount for quick sale. Herman H. Koth, Box 17, Monona, Ia.

### Entire Stock Offered at Fire Sale Prices.

1—16" B. B. Attrition Mill & Drive \$220.00  
1—22" Ball Bearing Attrition Mill 210.00  
1—24" Ball Bearing Attrition Mill 300.00  
1—No. 5 Knickerbocker '05 Dust Col. 40.00

All f.o.b. shipping point subj. to prior sale, 1/2 cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now. "Builders of Better Mills."

George J. Noth, Manager,  
No. 9 South Clinton St., Chicago, Ill.

## MACHINES FOR SALE.

**FOR SALE** Two steel tanks 40 or 50 ft. high by 20 1/2 ft. in diameter. Cockley Milling Co., Lexington, Ohio.

**ELEVATOR OPERATORS** wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

### COAL OIL ENGINES FOR SALE.

New or Second Hand.  
One 12, one 16, two 20 and one 35 h.p. Capital.

One 16 inch French Burr.  
Two h. p. Gasoline engine \$25.00.  
Send for catalogue. C. H. A. Dissinger & Bro., Inc., Wrightsville, Pa.

### FOR SALE.

1 35-h. p. steam engine, good as new.  
1 35-h. p. Power Boiler, first class shape.  
150 ft. chain with buckets attached, both in good shape.  
1 Cast Iron Boot with cog wheels for chain and buckets; also elvtr. head with cogs.  
1 Car Loader in good shape. Have put in gravity loading spout.  
1 Invincible Dustless double receiving cleaner, in good shape.  
1 B. & L. Corn sheller, and cleaner combined, good as new.  
Connell & Anderson Grain Co., Bentonville, Ind.

**FOR SALE** At bargain prices, subject to prior sale. FIRST COME, FIRST SERVED.  
1—16" "Monarch" Ball Bearing Attrition Mill \$170.00  
1—32" "Monarch" Ball Bearing Attrition Mill 295.00  
1—20" "Monarch" Regular bearing Attrition Mill 95.00  
1—24" " " " Attrition Mill 120.00  
1—30" " " " Attrition Mill 200.00

Each mill thoroughly rebuilt and guaranteed for all practical use as good as new. A set of new plates put on each mill.

10 New Cast Iron Pulley 14" diam. 10" crown face for 1 11/16" shaft 2 ss. each \$3.00  
500 Ft. 10 inch 4 ply high grade new Rubber Belt @ 31c per foot.

We furnish complete equipment for Flour Mills, Feed Mills, Cereal Mills and Grain Elevators.

### WRITE FOR CATALOG

B. F. GUMP CO.,  
Established in 1872. Incorporated in 1901.  
431-437 So. Clinton St., Chicago, Ill.

## MACHINES WANTED.

**WE ARE** in the market for Wolford feed mill, 3 stand rolls about 6x14 or 6x16. Must be in good condition. Nolte Bros., Delphos, Ohio.

## A Trial Order

### GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....



## SEEDS FOR SALE—WANTED

## HAY WANTED.

I WANT to get in touch with dealers in good hay territory to buy hay for me on commission basis. Write J. F. O'Brien, 203 Mercantile Library Bldg., Cincinnati, O.

## GRAIN WANTED.

WANT a car winter wheat middlings. Greely & Co., West Salem, O.

WOULD like to buy 100 bus. good clean barley for chicken feed. Name price. Heabler & Heabler, Attica, O.

WANTED Good Rye, mail sample and quote best price your track. Seville Milling Co., Seville, Ohio.

WE ARE operating a branch at Mobile, Ala., Post Office Box 868, with A. T. Kerr, as General Manager. We desire correspondence with responsible shippers of grain; will sell wholesale trade in car load lots. Lyle & Lyle, Huntsville, Ala.

## GRAIN FOR SALE.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

## FEED FOR SALE.

FLOUR, Bran, Middlings, Cotton Seed Meal, Palm Oil Middlings, O. P. Oil Meal, Dairy Feed, Stock Feed, Straight and mixed cars. Always in the market for Ryé, Wheat, Corn, Oats, Buckwheat, Hay, Straw & Potatoes. Ask for prices.

THE HAMILTON CO.  
New Castle, Penna.

## STRAW FOR SALE.

FOR SALE: Alfalfa Hay & Oats Straw. L. G. Vincent, Missouri Valley, Iowa.

## ACCOUNTING—AUDITING.

DO YOU want your books audited at a reasonable cost and by an accurate and reliable firm? Address Audit, Box 8, Grain Dealers Journal, Chicago.

## ADDRESS WANTED.

ADDRESS Wanted of O. S. Stusman, formerly of Springfield, Ill. Anxious, Box 4, Grain Dealers Journal, Chicago.

## DYNAMOS—MOTORS

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

## FARMER SEED &amp; NURSERY CO.

FARIBAUT, MINN.

Always in the market for Timothy, Clover, Alfalfa, Kentucky Blue Grass and other Farm Seeds. Write us with samples.

## The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.

ATCHISON

KANSAS

## SEEDS WANTED.

WE ARE in the market for several cars of Timothy and Alfalfa Seed in the rough or re-cleaned. OSHKOSH SEED CO., Oshkosh, Wis.

WANTED—To buy Red and Sapling Clover and Winter Oats. Farmers Seed & Supply Co., Inc., 1306 Main St., Lynchburg, Va.

## CLOVER SEED WANTED.

I want to buy strictly choice, clean, medium Red, Mammoth and Alsike Seed. Submit samples and price asked. L. C. Brown, LaGrange, Ill.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

## CRABBS REYNOLDS TAYLOR CO.

Crawfordsville, Ind.

GRAIN  
CLOVER AND TIMOTHY SEEDS

Get in touch with us.

## THE CRUMBAUGH-KUEHN CO.

TOLEDO, OHIO Samples, prices and our market letter upon request. Cash and futures.  
**CLOVER**  
ALSIKE TIMOTHY ALFALFA

## HENRY HIRSCH

WHOLESALE FIELD SEEDS

CLOVER—ALSIKE—TIMOTHY—ALFALFA

Our Specialty

All Other Field Seeds

TOLEDO - - OHIO

## THE W. A. SIMPSON CO.

BALTIMORE, MD.

"CLOVER SEED"

"SUNFLOWER," "D. E. RAPE" GRASSES

Write us for prices—carloads or less.

## CLOVER SEED ACTIVE

This is critical crop making season. October the active future. Price situation two-sided. Usually wide fluctuations during September and October. Toledo center of future trading. Inquiries and orders invited. Weekly Review on request.

SOUTHWORTH & CO., Toledo  
Members Toledo Produce Exchange  
and Chicago Board of Trade

## SEED OATS

Car load lots and less

ANY VARIETY

GARTON COOPER SEED COMPANY  
SUGAR GROVE, ILL.

Directory  
Grass Seed Trade

## ATCHISON, KANS.

Manglesdorf Bros. & Co., The, wholesale seeds.

## BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.  
Simpson & Co., W. A., seed merchants.

## BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.  
McClinton & Co., wholesale, export & import.

## BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

## CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.

## CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

## EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

## FARIBAUT, MINN.

Farmers Seed & Nursery Co., seed merchants.

## INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

## KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.  
Peppard Seed Co., J. G., wholesale seeds.  
Rudy-Patrick Seed Co., wholesale seeds.

## LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.  
Lewis & Chambers, field seeds.  
Louisville Seed Co., clover & grasses.

## MACON, GA.

Georgia Seed Store, field and garden seeds.

## MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Milwaukee Seed Co., wholesale seeds.

## MINNEAPOLIS, MINN.

Dickinson Co., The, Albert, seeds.  
Minneapolis Seed Co., seed merchants.  
Northrup, King & Co., wholesale seeds.

## NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp. impts.

## PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

## ST. LOUIS, MO.

Kaercher-Schisler, F. & G. S. Co., seed merchants.

## SUGAR GROVE, ILL.

Garton Cooper Seed Co., The, seed merchants.

## TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.  
Hirsch, Henry, clover, alsike, timothy, alfalfa.  
The Toledo Field Seed Co., clover, timothy.

## WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat,  
Kaffir Corn. Write or wire for prices.  
HENRY LIGHTIG & CO., Kansas City, Mo.

## You Can Make

the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

## SEEDS FOR SALE—WANTED

### SEEDS FOR SALE.

SUNFLOWER SEED for sale. P. L. Zimmerman Co., St. Louis, Mo.

SOUTHWESTERN FIELD SEEDS are our specialty. Local and car lots. High bred seed corn, cotton seed, seed oats, Sudan Grass, millet, etc. Box G. 38, FERGUSON SEED FARMS, Sherman, Texas.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

**CRAWFORDSVILLE SEED CO.**  
Crawfordsville, Ind.

**CLOVER WANTED**

Mail samples of identical lots

**FIELD SEEDS**

AND ONION SETS

WE BUY—WE SELL

**HARDIN, HAMILTON & LEWMAN**  
Louisville Kentucky

**LOUISVILLE SEED COMPANY**

INCORPORATED  
LOUISVILLE, KY.

Headquarters for  
**RED TOP AND ORCHARD GRASS**  
BUYERS AND SELLERS  
OF ALL VARIETIES FIELD SEEDS

**Milwaukee Seed Company**



**WHOLESALE SEEDS**

LONG DISTANCE TELEPHONE GRAND 972 and 973

104-108 WEST WATER STREET

**MILWAUKEE, WIS.**

Buyers and Sellers

Medium Mammoth Alsike,  
White Alfalfa, Timothy, Grasses,  
etc.

Mail Samples

Ask for Prices

"The Live Clover House"

**MINNEAPOLIS SEED CO.**

DISTRIBUTORS



**FIELD SEEDS**

TIMOTHY and MILLET Our Specialties

### SEEDS FOR SALE.

ROSEN RYE, Highest yielding variety known. Developed at Mich. Agricultural College. For samples and further particulars, write Rossman Bros., Lakeview, Mich.

WE HAVE a limited amount of No. 56 Marquis Wheat good for seed, which we will sell at Duluth one hard price, f.o.b. track here. If interested send for sample. Farmers Elevator Co., Culbertson, Mont.

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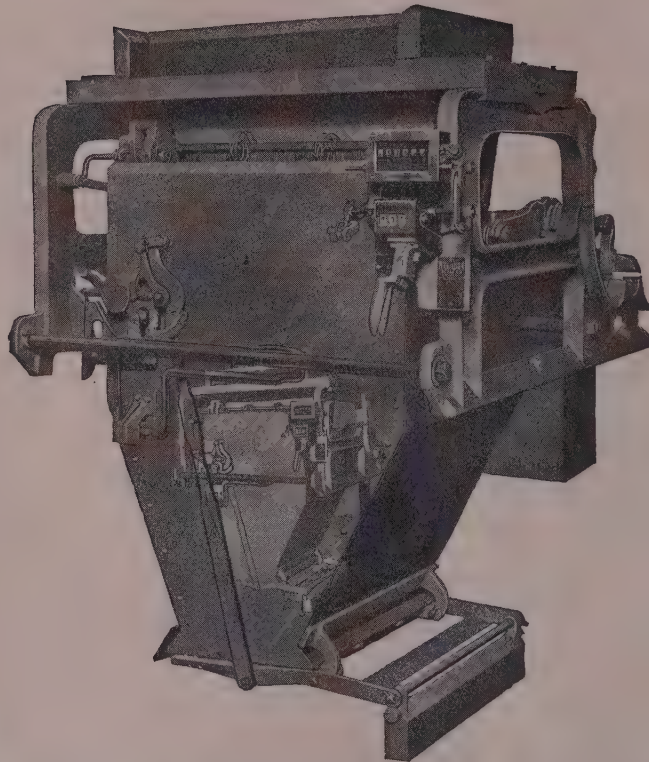
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# TYPE REGISTERING



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value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, SEPTEMBER 10, 1916

THE WIDE VARIATION of the Federal Crop Report from the reports of some of the state crop reporting bureaus, calls to mind the conclusion that both cannot be right. Surely the public would have far more confidence in the reports of each if they more nearly approached one another. The wide variation in both acreage and yield of the different crop reporting agencies is really discouraging. They should get together.

THE CAR SHORTAGE and the congestion at many terminals as well as at junction points, is sure to make real grief for shippers of damp, dirty grain, as it is very likely to get so much out of condition as to necessitate the use of pickaxes when it comes to unloading the cars. Shippers who buy damp, dirty grain should clean and blow it thoroughly before loading and thereby reduce the chances of a shipment getting hot, because delay in transit is almost certain.

THE STAMP TAX, abolished at midnight Sept. 8, was a heavy burden on grain exchange transactions. It operated to keep pit scalpers from trading unless the profit was larger or more certain and thus the cost was passed on to the grain producer. Doing away with this tax on Board of Trade transactions also is an indirect benefit to the wheat grower, as the increased freedom of trade makes a broader and more active market, which usually means higher prices to the farmer.

CORPORATIONS WILL BE delighted with the new Revenue Law, which increases the tax on normal income from 1% to 2%, and also levies a tax of 50c for each \$1,000 of capital, surplus and undivided profits. The individual or partnership will have no stock to pay taxes on and its normal income in excess of \$3,000 or \$4,000 for each partner will be exempt. The purpose of the law seems designed to place the heavy burden on those who have, and to relieve those who have not, from any of the burdens of government.

RETALIATORY legislation enacted by Congress at the close of the session will not directly affect the grain trade, as none of the belligerents have prohibited imports of foodstuffs from the United States, nor are they likely to do so. If carried into effect, by a prohibition of valuable imports into the United States from England and France, in retaliation, the reaction will be unfortunate, as some of the belligerents have parted with all the gold and securities they can spare and can only pay for the war munitions and breadstuffs by exports to the United States of valuable manufactures and the more costly raw materials.

NORTH DAKOTA voters will again be asked to appropriate money for terminal elevators at the November election. Inasmuch as the state does not maintain a terminal market, it has no need of terminal elevators, and North Dakota grain sent to Minnesota terminals is being handled without expense to the state and more economically than any grain will ever be handled by a state-owned elevator. Whenever a state has sought to serve its citizens in any capacity, the quality of the service has been reduced below the average and the cost increased much above the average.

FIRES—One million and a half of hard earned dollars have been lost forever to the grain trade of the country thru fires occurring since the last number of the Journal. This is the total only of those losses which are stated definitely in the reports and is not inclusive of the many where the amount of loss is not reported. The causes given as responsible for most of the fires reported are sparks from passing locomotives finding lodging on a shingled roof, lightning, tramps' carelessness with matches, and smoldering sparks in the muffler of a gasoline engine. Every one of these hazards can be removed from the country elevator, either by the expenditure of a small amount of money or a little labor. Cover the roof with galvanized iron or other fireproof material, bar the doors effectively each night against tramps, rod your plant or ground its iron covering against damage by lightning, and clean the dirty oil and carbon from the engine muffler several times each month.

THE DESTRUCTION of an elevator at Perry, Mich., by fire caused by sparks emitted by a Grand Trunk Railway locomotive, is going to cost the carrier \$4,000, a judgment recently being given the elevator operator for that amount. A fireproof roof would have saved the elevator and avoided the expense and friction of a long, drawn out law suit.

SIGNS on industrial plants are considered such an excellent investment by the B. & O. Railroad that it is instructing its agents to visit all industries located along its tracks to induce them to paint the name of the industry and its product in large letters, so that travelers may gain much information regarding the industries along the road without leaving the cars. The railroad company is interested in more business for the industries along its line and evidently believes in the efficiency of advertising. Elevator men everywhere can use the sides of their great buildings to the advantage of their prospective customers and their own profit by giving the name of the company operating the elevator and stating distinctly the character of the business conducted therein.

PATRONS of Minnesota terminals must observe the changes in the state rules governing the grading of grain. While the discarding of the grade "Rejected" may contribute some confusion to the trade, it will not take long for dealers to understand that wheat of the same quality will henceforth be classed as "Sample" wheat. Of course other wheat may also be included in the grade "Sample." The time is not far distant, however, when the rules governing the grading of grain everywhere will probably be uniform and the term "Rejected" or "Sample" wheat will become common to the rules of the different inspection departments. Different titles and varying rules add to the confusion of the trade, and the greatest advantage to be gained from federal supervision is uniformity.

THE PURCHASING DEPARTMENT of the army has delayed awarding contracts to bidders so long after the opening of bids as to imperil any profit the bidders might have in the contracts. Naturally bidders are criticizing the purchasing department and protesting against being held liable on their bids until the government shall see fit to award the contract. Wild markets have caused so much uneasiness among bidders recently that some are now incorporating in their bids a condition to the effect that the bid is good only on day of opening bids. The purchasing department of the army holds that once a bid is submitted it holds good until the award is made, regardless of when this occurs. This is not fair to bidders, and is liable to force heavy losses upon bidders, with the result that they will refuse to bid on future purchases.



WOULD-BE shippers would increase the usefulness of the present car supply as well as increase their chances of getting the cars actually needed, if they would always give written orders for just the cars they actually needed and then persist in demanding those cars. The practice of giving verbal orders every day for cars greatly in excess of actual needs oftentimes makes trouble for others and sometimes prompts the railway agent to class all of the orders as unnecessary.

LESTER KETTLES cannot be depended upon for accurate tests of the weight of grain unless they also are occasionally tested and sealed. Grain buyers who depend largely upon the kettle for determining the test weight of grain should avoid using kettles which are worn or whose beam bearings are rusty. The trouble recited in "Letters," this number, is a fair example of what may be expected by the users of kettles elsewhere. With the enforcement of the new corn grades, which are published elsewhere in this number, every grain dealer will need a reliable tester kettle, because the test weight will be a factor in grading corn after Dec. 1.

SPRING WHEAT of the new crop is not all good milling wheat, and much of it the millers will never attempt to turn into flour. Last week Minneapolis received 1,551 cars of wheat of which 23 graded No. 1 hard; 163 No. 1 Northern; 174 No. 2 Nor.; 234 No. 3 Nor.; 630 No. 4; 47 rejected; 41 no grade; and 239 sample grade. Receipts of new spring wheat at Winnipeg for four days recently totaled 730 cars and of this number 98 were graded No. 1 Nor.; 96 No. 2 Nor.; 105 No. 3 Nor.; 112 No. 4; 81 No. 5; 41 No. 6; 103 feed; 3 smutty; 43 no grade, and 53 rejected. The crop will no doubt delight the mixer, but it is sure to make much grief for the small handler who does not discriminate sharply against the inferior grain.

CHEROKEE COUNTY, Kansas, farmers have devised a splendid improvement over the co-operative grain elevator scheme. The construction of a co-operative grain elevator requires a large outlay of money, and its operation is a constant expense. Instead of paying all this themselves the farmers of the county have petitioned the county commissioners to submit to the voters the question whether the county shall issue bonds to pay for the construction of elevators and grist mills, using general funds in the hands of the treasurer, with a proviso that "tolls shall not be levied or taken for services rendered by these mills and elevators." After having observed the ease with which the trainmen obtained legislation transferring the money of the public into their pockets the greedy grain growers are hurrying to get into the game of grab.

THE GREAT ADVANTAGE of having a force pump with hose attachment at hand was never more forcibly impressed upon an elevator owner's mind than in the case of the Portland, Mich., elevator owner, whose feed plant was set on fire last week by heat from the muffler of his gasoline engine, and after burning several hours and doing \$500 damage the fire was extinguished by the elevator's own force pump. Even a second hand pump would help greatly to increase the elevator employee's ability to extinguish the flames.

THE NECESSITY of refusing to pay out money to strangers has again been emphasized by an Omaha feed dealer's experience. A swindler, representing himself to be a barnman for a large local firm, purchased 500 bushels of oats from a grain dealer, and then representing himself to be a salesman for the grain dealer sold the 500 bushels to the large firm. Of course, he was present when the oats were delivered, and, after collecting the money, disappeared. If sellers would insist on a written confirmation of such orders, they would be imposed upon less frequently.

STEALING WHEAT from freight cars has not been discontinued in all markets. Recently a negro was sent from Alton, Ill., to the county jail for this offense. If the railroad yards at all junction points and grain terminals were carefully policed, less grain would be stolen, and if those arrested for stealing the wheat were promptly punished, the number of arrests would soon be reduced to zero. The too common practice of every court justice is to give the thief a severe lecture and let him go. The thief accepts the lecture as a guarantee that he will not be punished if he continues stealing wheat from grain cars, so he keeps up the practice, and the judges persist in wasting a lot of good advice on old offenders.

IOWA HAS a seed law designed to protect grain growers from the avarice of swindlers. A number of farmers of Dubuque County, who purchased seed corn from the same dealer, and later discovered it was worthless, complained to the county attorney, with the result that the defendant was arrested and pled guilty, netting him a liberal fine, as well as costs. Grain dealers who handle seed in the hope of helping their farmer patrons to a good crop, owe it to themselves to see to it that the seed will grow and that it is exactly what it is claimed to be. While some of the states have quite rigorous laws, designed primarily to catch the professional swindler, they are so broad that they are likely also to catch the uninformed dealers who have no desire or intent to defraud the farmer. By conducting germination tests, dealers who sell field seeds to farmers can determine to their own satisfaction whether or not the seed will grow.

RESIDENTS of an Illinois town have complained so bitterly against the dust caused by local elevators that one of the plants has been ordered to remedy the condition. After a modern system of dust collectors has been in use for a few months it will be found that the revenue derived from the sale of the dust will more than pay for the whole system. The elevator operator who permits dust from his plant to cover the surrounding landscape is not only making enemies of his neighbors but is actually losing money by wasting a valuable by-product.

THE SCARCITY of cars in the West has so over-burdened many country elevators that they are groaning and swaying in the wind. It has been necessary to strengthen a number of houses which were bulging to the danger point, and the Farmers' Elevator at Arnold, Neb., was propped up with telephone poles, in hope of preventing its falling over into a heap. It is in times of congestion that the grain dealer needs a strong, capacious elevator to tide him over until cars are plentiful. So many studded elevators have burst, the cribbed elevator must soon be in greater demand than ever.

NORTH DAKOTA elevators, with which large quantities of grain have been stored, have been failing with such frequency as to start a cry for more regulation for country elevators. In that state nearly every elevator is licensed by the state and such elevators have the right to store grain for a fee if they so desire. If the option were given elevator men of operating public elevators and storing grain for all comers, no doubt many of them would confine the operation of their houses to the handling of their own grain, and thus escape the expense of a bond. If many terminal market buyers are called upon to pay a second time for grain which was stored with the country shipper, the time cannot be far distant when all terminal market buyers will insist upon having a bond from the country sellers to protect them from the necessity of paying a second time for the grain. Men who operate their elevators as private houses might be required to exhibit a sign stating that no grain was stored as the elevator was a private house, and thus they would be relieved of the expense of a bond and suspicion of shipping grain which did not belong to them. Storage grain for growers might prove profitable for an elevator owner who sold storage only, and charged enough for the service to pay taxes, cost of handling and interest on the investment, but the great trouble has been heretofore, that no elevator man seemed able to get enough from storage to pay the cost to him of rendering the service. So he is tempted to break even by speculating with the farmers' grain. Instead of profiting by shipping out stored grain the elevator man has frequently suffered a loss.

## Usurpation of State Rights by the Federal Government.

Progressing insidiously with legislation ostensibly for the protection of public health and the prevention of fraud, such as the prohibitive tax on oleomargarine colored yellow, and the Mann act to protect the morals of the people, the federal government has constantly encroached upon the police powers and the so-called rights of the states.

To this interference by Congress with the powers of the states there has been added a direct clash with state authorities by a creature of Congress, the Interstate Commerce Commission. In Iowa, Nebraska, Minnesota, recently in Texas, and on Sept. 8 in South Dakota, we have the Interstate Commerce Commission prescribing freight or express rates within a state directly at variance with those prescribed by the state commission.

The South Dakota legislature in 1911 passed an act requiring the state board of railroad commissioners to reduce express rates at least 30 per cent, and the commissioners reduced rates 45 per cent. A year later the Interstate Commerce Commission ordered the express companies to put in a uniform schedule of rates over the entire country on the zone system. Jobbers of South Dakota brought suit to enjoin the Interstate Commission from enforcing its order, to have been effective Sept. 15; and the federal district court at Cedar Rapids, Ia., Sept. 8, by a vote of 2 to 1 denied the jobbers the injunction, so that the higher interstate rates will displace the present lower intrastate rates, thus nullifying the state's right to regulate its local traffic.

In Texas the grain trade is directly affected by the order of the Interstate Commission effective Nov. 1 requiring the railroad companies to cease from maintaining between points in Texas the classification provisions at present maintained, and to maintain on class and commodity freight between Shreveport, La., and points in Texas rates no higher than those applied on like property for like distances in the state of Texas. These lower Texas rates had been put into effect by the Texas Railroad Commission, so that the order of the Interstate Commission nullifies the rights of the state and will lead to an advance of 1½ to 2 cents per hundred pounds. The seriousness of the Texas situation is well described by H. B. Dorsey, secretary of the Texas Grain Dealers Ass'n, in "Letters" column, this number.

Such regulation of state rates by the Interstate Commission is of doubtful constitutionality. The courts generally have held that on questions of the liability of common carriers and telegraph companies when the movement of the shipment is wholly within the state, the state law governs. Granting that rates

ordered by a state commission may unjustly discriminate in favor of the citizens of that state, the state, nevertheless, presumably has sovereign power within its borders. Certain it is that the slender authority granted by the Constitution to Congress over commerce between the states has been stretched to the breaking point.

## Accidents Which Could Have Been Prevented.

An elevator employe of Boulder, Colo., had his hand caught between two swiftly revolving pulleys, tearing off most of the skin. He was correcting a loosened belt while the machinery was in motion.

An elevator operator at Glasford, Ill., placing belt dressing on a moving belt, was caught on the shafting and seriously crushed.

The engineer at one of the elevators at Lafayette, Ind., broke his back when he became wedged between a wagon and the end of the wagon dump.

Kicking a belt from a revolving pulley resulted disastrously to a miller at Wichita, Kan., who had his leg painfully fractured.

Shifting gears in an elevator leg after the buckets had stuck was tried by an Edwardsburg, Mich., manager. While pulling on an overhead lever the lever gave way and the manager fractured his hip and suffered a sprained back when he fell upon the scales below.

Jumping into the grain from the top of a bin is dangerous sport and its latest victim is a boy of Marshall, Mich. Grain was spouted into the bin as he made his last gleeful jump and his body was found later under 200 bus. of wheat.

A slip while walking along the top of a grain bin is responsible for two broken ribs suffered by an elevator manager at Dubois, Neb.

Inspecting a new manlift without knowing the exact weight of the balance gave an elevator manager at Frederick, S. D., a 45-foot fall and resulted in injury to his foot and spine. The brake failed to work and he shot upward so fast the rope broke.

Many altruistic elevator operators are giving more thoughtful consideration to the misfortunes of their fellow operators. They study how to avoid the same accidents and take steps to prevent them, so that the number of sufferers must soon be greatly reduced.

## Wichita's Wheat Show.

Wichita is making preparations for the greatest wheat show ever staged in this country. The exhibition will be held the first week of October and a building covering nearly three square blocks has been constructed to house the displays. Every country of the globe has been asked to join this movement for elevating the universal standard of wheat and the grain trade of Wichita is to be congratulated upon its far sightedness in fathering a project so worthy.

## The 8 Hour Day.

In establishing the 8 hour day as the standard for computing the wages of railroad employees operating trains in interstate commerce, Congress seems to have overlooked entirely the interests of the shipping public, who will be called upon to pay a 25% increase. The railroad employees recognized fully the impracticability of refusing to work more than 8 hours a day. That is not what interested them. They are perfectly content to operate their trains to the end of a division, but insist upon being paid on the basis of an 8 hour day.

While political exigencies may have prompted the enactment of the law without discussion or consideration, it seems so unfair to the other 80% of the railway employees, that all of them are now demanding higher wages, so that if the increase in wages asked for is granted, the cost of transportation will be increased nearly 50%.

It is generally recognized that the trainmen are the best paid laborers in the world, and there seems to have been little excuse for any increase in their wages, but the politicians surrendered to them without a whimper and the public must foot the bill unless the railroads see fit to contest the law.

## Contract Jumpers.

Contract Jumpers have no right to continue in the grain business and they would not be able to continue long if all dealers who suffer at the hands of the unscrupulous, who refuse to abide by their contracts when the market goes against them, would publish the offenders to the trade. A Tennessee firm, who recently sold 1,049 bushels of wheat, discovered that the market had advanced before the wheat got out of its control, so it rerouted the carload and got the advanced price from someone else.

If slippery dealers were always required to confirm immediately their sales and purchases in writing, it would be a comparatively easy matter to obtain judgment against them when they default on their contract. Naturally a few law suits would work an effective corrective, if the offender were responsible. If judgment proof, of course, the plaintiff would have to whistle for his damages, but the publication of a few decisions against a firm for defaulting on contracts would be sufficient to place other members of the trade on their guard, and so restrict the field of operations of the contract jumper as to prevent his catching many dealers for a loss. Many firms having a large list of customers, keep a record of every firm known to defraud on its contracts and strive to give all such firms a wide berth.

I APPRECIATE the Grain Dealers Journal, and read it with great interest.—W. P. Manning, Fairview, S. Dak.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Was M. P. 40752 Seen Leaking?

*Grain Dealers Journal:* Did any grain dealer see wheat leaking from car M. P. 40752 billed to Chicago on the C. & N. W.?—Sharpnack & Co., Modale, Ia.

### Cost of Electric Power.

*Grain Dealers Journal:* What should be the cost to us per month of running the elevator with electric current from a power line?—J. H. Taylor, Pearl Town & Merc. Co., Pearl, Kan.

### Relative Cost of Electric Motors, Gas and Oil Engine Power?

*Grain Dealers Journal:* Can the Journal furnish data to show the comparative cost of power to operate elevators with electric motors, gas and oil engines?

I know that power of electric motors costs more but I would like the actual figures.—M. J. O'Meara, Springfield, Ill.

*Ans.:* Fuel and attendance are the two principal items making up the cost of power, and the cost of these vary so much in different parts of the country that the results in one locality are no guide to the cost elsewhere.

Where coal is cheap, the elevator runs many hours per day and considerable power is used, the steam engine is the cheapest.

Where current can be purchased from an interurban line or a commercial lighting plant at reasonable cost the electric motor is the cheapest.

Where the grain elevator is operated a few hours per day and intermittently, and fuel is shipped in from a distance the explosive engine is the cheapest, the operator having to make a choice between gasoline, kerosene, crude oil or distillate, considering the cost of these fuels and the size of engine.

The cost of attendance is greatest with the steam plant and least with the electric motor.

### Seller's Right to Deliver Small Car on Rising Market?

*Grain Dealers Journal:* The following question is being freely discussed and as we find no rule to guide in determining we would like to have the opinion of the grain trade expressed in the columns of the Grain Dealers Journal:

A. and B. enter into contract for a capacity car of grain. A. as seller and B. as purchaser. The markets advance and it would be very much to A.'s advantage to fill the contract with as small a car as possible.

Under this contract and these conditions has A. a right in placing his order for a car to specify a certain capacity (say a 40,000) and if the carrier sets a 60,000-capacity car and protected it to 40,000 pounds, would it be applicable on such a contract and release the seller from obligation in case the purchaser contended otherwise?—C. F. Prouty, sec'y Grain Dealers Ass'n of Oklahoma, Oklahoma City, Okla.

### Wheat Stocks Carried Over.

*Grain Dealers Journal:* Will the Journal please advise us of the quantity of last year's wheat crop that has been carried over to this year?—E. W. Del Bondio & Co., Ltd., New Orleans, La.

*Ans.:* The United States Department of Agriculture reported the wheat stocks carried over on farms on July 1 of this year as 73,760,000 bus., of 7.3% of the 1915 crop. On the same date the previous year the amount carried over was 28,972,000 bus.

### Testing Scales?

*Grain Dealers Journal:* Our scales here and two more in town that do public weighing have never been officially tested.

We would like to have information as to how it can be done, as we think ours are correct and the others wrong? Sometimes when loads are weighed on the other scales the parties think ours might not be right. We want to know.—Ware Bros., Butler, Ill.

*Ans.:* The Illinois Grain Dealers Ass'n, which makes its headquarters at Decatur, E. B. Hitchcock, sec'y., maintains a scale inspector who travels about the state and inspects scales for grain dealers at a nominal fee. If he is not near Butler, Ill., at present, would recommend writing to Clay Johnson, scale inspector for the Board of Trade, Peoria, Ill., who previous to taking his present position was scale inspector for the Illinois Ass'n. He is thoroughly competent and reliable. It may be that he is not equipped now to test wagon scales. In that case write to John Dower, Merchants Exchange Weighmaster, St. Louis, Mo.

The scale inspector of the Chicago Board of Trade Weighing Department also does some work in this line. Butler, Ill., is almost too far away for him to ship test weights and make the test, but if the other agencies fail try the Chicago Board of Trade Weighing Department.

### Liability of Seedsman for Failure to Ship Order?

*Grain Dealers Journal:* In March we received an order for sudan grass seed. Thru an error in our office this order was filed in correspondence file, thus was not shipped.

The party who made the order wrote us later and asked why the order had not been shipped. We investigated and found the error had been made and wrote to the effect that order had been overlooked and we could either fill order or ship as desired. Party advised by registered letter that he preferred money refunded as was too late to sow the seed.

We made refund as sent us, but now the farmer, thru his attorney claims damage because the order was not shipped saying he lost a crop of hay worth so much per acre and that they expect us to make this good.

Is there any case of like nature on record, or are court decisions covering?

We claim the farmer could have bot elsewhere and that we are not responsible in that he lost his crop.—Hyde Seed Farms, Pattonsburg, Mo.

*Ans.:* A seed firm receiving an order for seeds is under no legal obligation to fill the order. A seed dealer conducts a private business and can refuse an order, being different in this respect from a public service corporation enjoying a monopoly franchise. If the order was received and misplaced the seedsman is not liable for failure to ship.

On the contrary, if on receipt of the order, and before it was misplaced in the files, the seedsman acknowledged the receipt of the order and promised to make shipment as desired, this establishes a contract, and the seedsman will be liable for its breach, in damages, for failure to ship in due season.

If suit is brot the buyer must show that he made diligent effort to obtain the seed elsewhere in season, and that after waiting

a reasonable time for the seed to arrive he wired or wrote the seedsman urging prompt shipment. If he can not show this the jury probably will allow him practically nothing as damages.

### How Can Tile Storage Tanks Be Made Waterproof?

*Grain Dealers Journal:* Has anyone succeeded in putting up tile storage tanks for grain, so as to prevent water leaking into the tanks and damaging the grain? The expansion and contraction of the steel bands in our tile tanks seems to spread the tile apart, with the result that rain blows and beats into the grain. We have had them resealed several times, but they do not stay sealed for any great length of time. If there is any way of sealing up the cracks permanently, so as to make the tanks waterproof, we would like very much to know of it.—Terminal Superintendent.

### Railways Discriminating?

*Grain Dealers Journal:* Grain dealers in Kansas, who have their elevators filled with wheat which they are anxious to ship, are being refused cars by some of the railroads. Other carriers are telling the shippers that they may have cars if they will ship the stuff to Minneapolis. One man on the Mo. Pac., who has 30,000 bus. in his elevator, wants to ship to Kansas City, where he is acquainted with the trade and its terms. But he cannot ship to Kansas City as the roads will not supply the cars. This looks to me like rank discrimination. Is it permissible?—Mensendieck Grain Co., Kansas City, Mo.

*Ans.:* It is not permissible for a railroad company to refuse to furnish cars for the shipment of grain to a certain market, in the absence of congestion at that market or when no official embargo has been declared.

The Interstate Commerce Commission, in the case of the Richmond Elevator Co. v. Pere Marquette R. R. Co., 10 I. C. C. 629, held "Every shipper is legally entitled to a fair opportunity and treatment in the use of cars, and any discrimination, which in substantial degree deprives shippers of such use must be considered unjust, unless forced by justifying conditions."

In Parks v. Cincinnati & M. V. R. R. Co. the complainant alleged that defendant refused to furnish him with cars for shipment of grain from Holland, O., while at the same time it furnished more than a fair proportion to complainant's competitor. The latter shipped largely to local points. Complainant desired to ship over eastern lines, which, because of car shortage, had established an embargo on grain; and the Interstate Commerce Commission, 10 I. C. C. 47, held that complainant was not subjected to unjust discrimination.

The American Railway Ass'n, somewhat in response to pressure from shippers and the Interstate Commerce Commission, last spring made it a requirement that eastern lines return to western roads 20 per cent more cars than they received, to prevent the indefinite retention of cars by eastern munition plants. Under this regulation grain shippers at southern Indiana as well as at some other points were greatly annoyed to find that their orders for empties were apparently being disregarded, empty cars going west thru their stations when they were prepared to load them for eastern points. It looked like discrimination, but was warranted by the exigencies of railroad traffic.

Of course, if the railroad company has a lot of empties headed to the home road at Minneapolis nobody can blame them for stopping the cars in Kansas en route and loading with grain for Minneapolis, as it is more profitable to haul the cars loaded than empty.

Aside from this, however, the railroad company has a duty to perform to supply cars to shippers, irrespective of destination when no embargo or physical obstruction interposes. If damaged the shipper's recourse is to sue for reparation.

If a shipper discovers that cars are freely supplied for grain to be moved in one direction while they are denied for his desired market, he can order cars for ship-



ments to the market preferred by the railroad company, and after the grain is loaded he can change the destination to suit himself, and the railroad company will be forced to transport the grain, in the absence of an embargo. Before doing so the shipper should satisfy himself that there is no substantial reason for not hauling the cars to his desired market.

## Preference for Eastern or Western Buckwheat Flour?

*Grain Dealers Journal:* Is the bulk of the buckwheat flour consumed in the central states of New York and Pennsylvania origin, or is the flour from Michigan and Minnesota most popular?—The S. Alfred Seely Co., Spencer, N. Y.

*Ans.:* Buyers do not consider the origin of the flour, but examine the sample submitted and buy it upon its merits. A preference is given to flour made from dried buckwheat. A little eastern flour does come to the Chicago market; but the bulk of the buckwheat flour is of Michigan and Wisconsin origin, varying somewhat according to whether the crop in one section or the other is light or heavy.

## Limitation of Carriers' Liability.

*Grain Dealers Journal:* In the Journal Aug. 25, page 298, under "Asked-Answered" the reply to the St. Anthony & Dakota Elevator Co., on the question of "Limitation of Carrier's Liability" is correct as to shipments prior to the Cummins Amendment. Since that time carriers are liable for actual damages under the common law.—J. A. A. Geidel, of Geidel & Leubin, Pittsburgh, Pa.

*Ans.:* It is true that the Cummins Bill, passed by the Senate Mar. 4, 1915, and effective June 3 does provide that the carrier shall be "liable for the full, actual loss, damage or injury," notwithstanding any limitation of liability in the B/L, contract, or by rule, regulation, or in any tariff filed with the Interstate Commerce Commission. The Cummins bill, however, nowhere

states that the said "full, actual loss" shall be computed on the basis of value at either point of origin or destination. It has not yet been interpreted by a court decision, the most authoritative pronouncement on the Cummins amendment being that of the Interstate Commerce Commission, holding: "It is believed that the liability of the carrier may be limited to the value of the property as of the time and place of shipment." See Grain Dealers Journal May 25, 1915, page 739.

## Settlement for Underdelivery?

*Grain Dealers Journal:* Thru no fault of ours but on account of the shortage of cars we are unable to fill completely some contracts for wheat sold for August shipment. On what basis should settlement be made?—Kansas Shipper.

*Ans.:* If contract is made with a buyer who is a member of the Kansas City Board of Trade and buys subject to the terms of that market, settlement is governed by Sec. 14, Art. 15 of the rules of the Board of Trade, providing

"On purchases and sale of grain to arrive, the seller shall have the privilege of delivering single cars of such property as they arrive, and such contracts shall be filled within two per cent of the total amount unless otherwise specified in contract at time of sale; and in case delivery is not made in specified time, the buyer may, after calling for delivery, if delivery is not made by twelve o'clock of the next business day, fill such sales by buying the property on the open market for account of the seller, or require settlement at the market price at the time of the demand. The settling price for over or under delivery shall be the average market price, the day the last car of grain is unloaded."

## Does Grain Keep in Cement Bins?

*Grain Dealers Journal:* We are considering building new or remodeling our elevator and would like to know which are best, circular cement concrete bins or wood studded bins? We are told that grain will not keep well on cement floors,

which leads us to believe that it would not keep well in circular concrete bins.—F. I. Williams & Son, North Adams, Mich.

*Ans.:* The experience of owners of reinforced concrete tanks and reinforced concrete elevators, proves that grain will keep better in storage bins constructed of this material than any other material. Many articles from different elevator men to this effect have been published in the Journal.

The most emphatic experience in favor of the concrete elevator as against wood, is the experience of the Montellus Grain Co. at Piper City, Ill., which stored oats a year ago in August, but did not take them out until some time later, when those stored in wood had to be taken out with a pick axe, while those of the same quality stored in concrete bins were taken out in improved condition.

THE SWEDISH HARVEST this year will be the finest on record, according to the "Berlingske Tidende," published in Copenhagen, which gives a report of the Swedish Agricultural Bureau to this effect. The yield of the various crops is estimated at from 50 to 200% above the average, while the hay harvest should be thrice as abundant as usual. A number of buyers have arrived in Sweden from various countries to buy up the hay.

THE END OF THE WAR is not in sight, says a student of strategy, who sees in the allied offensive a parallel to the famous sieges of history where the besieged resisted successfully as long as their provisions held out. The Germans now are similarly besieged, with the important difference that within their lines they are growing crops that will enable them to hold out indefinitely. Should the Germans inaugurate a vigorous offensive the French and English likewise can hold out indefinitely as long as they retain control of the seas, giving them the indispensable supplies of breadstuffs.

## The Pied Piper of the Grain Trade.



Leading Grain Trade Rule Makers from Confusing Chaos to Orderly Simplicity.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Large Car of Wheat.

*Grain Dealers Journal:* We thought it might be of interest to the trade to know that we unloaded car 35955 PR, No. 2 hard wheat shipped by G. Brauer, San Jose, Illinois, and that same contained 137,830 pounds.

This we think is a fair-sized car and at present prices runs into quite a good deal of money.—Very truly, Elmore-Schultz Grain Co., St. Louis, Mo.

### Still Favors Doors in the Roof of Cars.

*Grain Dealers Journal:* I notice in your letter column that Mr. Miller of Mulberry, Ind., wants to know what has become of the Kansas manager who advocated doors in the roof. Pleased to say that I am right on the job out here in dry old Kansas. I have been so busy that I haven't had time to eat, let alone write about doors in the roof. But I know and every other man who is shipping or loading grain with the old No. 10 scoop knows that doors in the roof or port holes in the sides of cars would save us poor fellows that have not power loaders a lot of dirty unhealthy labor. Any man that is possessed of merely an average supply of brains knows that doors in the roofs are the coming thing. This is my twentieth year in the elevator and for the past twenty years I have loaded cars by scooping. This is all unnecessary labor and is very hard on a man's health. The health officers of the land ought to take this up and force the railroads to put doors in the roofs or port holes in the sides of grain cars.—Resp., Percy Reed, Ada, Kan.

### Inaccurate Tester Kettles.

*Grain Dealers Journal:* Many shippers to this and other markets wonder why the weight test given at the elevator should vary from the official test weight supplied in the market. Two such shippers were recently in my office, and had with them the buckets and beams with which they make their tests. One dealer had a bucket so badly worn at the top as to make a difference of 3 lbs. in each test of wheat. The other had a new bucket, but the beam he used was intended for an entirely different style of bucket.

Both returned to their elevators happy in the knowledge that they had located the cause for their discrepancies. If all samplers would answer in detail the complaints of this nature from shippers we would have a more satisfied lot of dealers to do business with. And if the shippers will give all details regarding their tester buckets and how they obtain their weight, when sending these complaints to a market, it will help the testing dept to locate the trouble.—J. O. Winn, Chief Inspector, St. Joe, Mo.

### The High Cost of Building.

*Grain Dealers Journal:* Every time a country shipper wishes to build a new plant or remodel his old elevator he makes the fact known to every builder who carries an advertisement in the trade journals. The result is that some two dozen representatives of builders are on the ground immediately, each with a different suggestion, and, too often, each with a special set of plans. In the end one of us gets the business and the other 23 return home more determined than ever to underbid the other fellows on the next job.

This is poor business and as it would ultimately have spelled ruin for us, it may interest you to know that five or six builders are now trying to arrange for a meeting at which suggestions will be offered for eliminating this big waste, which in the end is naturally paid by the elevator owner.

As one of the builders I would advise every grain dealer who contemplates the erection of an elevator to select one builder in whom he has the utmost confidence. Let that builder draw up a set of plans, the cost for which should be about \$50. Duplicate copies of these can be submitted to all of the elevator builders with the request that they bid on the construction.

If this were done the builders would be saved \$200,000 or more annually and that money would be put into giving the shippers better plants for their money.—A Builder.

### The Studded Elevator.

*Grain Dealers Journal:* We note on page 307 of the Journal for Aug. 25th, that you publish a very interesting description of what is said to be "a Balloon Elevator of Improved Design." Many years ago I saw most of those ideas used by builders of country houses, who quickly abandoned them.

The anchoring of the tie rods across the bins and across their corners is not secure enough to withstand the stress of very much weight. To my way of thinking, the studded house is a nightmare. It is too weak to withstand the wind when it is empty and not strong enough to sustain the grain when it is full; and what is more, experience has proved to the complete satisfaction of thinking builders that you cannot prevent the space between the studding being filled up with grain of different kinds and grades. The drying of the walls will permit knots to drop out here and there, with the result that the first time the bin is filled with grain, the space between the studding will be filled with grain, at least partially so, and then another knot-hole below may permit some corn to run out into the wheat. At best the operator will lose a lot of grain.

The worst feature of these grain pockets in the walls of the studded elevator is that they afford a splendid hiding place for weevil and other grain infesting insects, so that when the insects are once established in these pockets between the studding, they will stay there until the elevator burns down, and their progeny by the million will creep out into the adjoining bins and destroy and damage grain to an extent that alone should forbid anyone tolerating a studded elevator.

The cribbed elevator is so much stronger and the expense of building it so little more than any grain dealer who wants a first class house will not consider for a minute the building of a studded house. To my own way of thinking, the cribbed house is the only thing to put up at a country station.—A. S. E.

### Railroad Employees Should Sign B/L at Stations Where No Agent.

*Grain Dealers Journal:* One very important matter I do not hear mentioned often is the inconvenience of getting Bs/L signed at stations where there is no railroad agent.

Some railroad employees get it into their heads that they do not have to sign Bs/L, and will take the car and the B/L together to a point where there is an agent. This leaves the grain man without the car of wheat or a receipt for it while it is in the hands of unbonded men of no responsibility. The man that is bonded is left holding the empty sack.—R. W. Watts, mgr. Farmers Elevator Co., Franklin, Mont.

### Interstate Commerce Commission v. Texas Railroad Commission.

*Grain Dealers Journal:* A matter most important to the grain trade generally and the people of Texas and the United States as well is the order No. 8418 of the Interstate Commerce Commission in the case of the Railroad Commission of Louisiana v. Arkansas Harbor Terminal Railroad Co. et al., submitted to the I. C. C. April 12, and decided July 7, 1916, in which the railroad companies are ordered

To cease and desist, on or before Nov. 1, 1916, and thereafter to abstain, from publishing, demanding, or collecting for the transportation of property between Shreveport and points in Texas any higher class rates or rates on the following named commodities in carloads ("grain and grain products mentioned along with other classes and commodities") than are contemporaneously applied for the transportation of like property for like distances between points in Texas, except in those instances in which the rates between Texas points have been depressed by reason of water competition along the Gulf of Mexico or waters contiguous thereto.

That said defendants be, and they are hereby, notified and required to establish, on or before Nov. 1, upon like notice, and thereafter to maintain and apply to the transportation of property between Shreveport, and points in the State of Texas, class rates and rates on the above named commodities not in excess of those contemporaneously applied by them for the transportation of like property for like distances between points in the State of Texas, except in those instances in which the rates between Texas points have been depressed by reason of water competition along the Gulf of Mexico or waters contiguous thereto.

That said defendants be, and they are hereby, notified and required to cease and desist, on or before Nov. 1, and thereafter to abstain, from maintaining and applying to the transportation of property between points in Texas the classification provisions at present maintained and applied to such transportation.

That said defendants be, and they are hereby, notified and required to establish, on or before Nov. 1, upon like notice, and thereafter to maintain and apply to the transportation of property between points in Texas, the provisions of the current western classification in effect at the time such traffic moves.

This order shall continue in force for a period of not less than two years from the date when it shall take effect."

However, the I. C. C. in this case fixes a mileage basis on which charges are to be made, extending the maximum mileage to 250 miles, while the maximum rate is reached on the new Texas Railroad Commission at 200 miles.

A few years ago the Louisiana Railroad Commission complained to the Interstate Commerce Commission that owing to the fact that the Texas Railroad Commission had made lower freight rates on classes and commodities between points in Texas, mileage considered, than existed on interstate rates from Shreveport to near-by Texas points, which discriminated against Shreveport, and asked



the I. C. C. to have the rates revised so that they could reach near-by Texas points.

After a hearing, the I. C. C. issued an order to Texas railroads to revise their rates so that the rates would not be higher from Shreveport to Texas points than between Texas points. The carriers went into court with the case on the grounds that as the penalties for disobeying orders or rates of the Texas Railroad Commission were so heavy they did not want to violate them unless they were sure that the I. C. C. had the authority to make such orders, and this case was prosecuted to the Supreme Court of the U. S., and that court decided, under the Interstate Commerce Act or Law, as it then existed, the I. C. C. had the authority to fix or make rates between points in Texas in order to prevent discrimination against Shreveport on shipments between Shreveport and Texas points.

The Shreveport interests then went into court with a plea that since the Supreme Court had decided that the I. C. C. had the authority to fix rates between Texas points where the interests of Shreveport were affected, they asked the I. C. C. to fix rates which would apply all over Texas and give them a wider scope or a larger territory by reaching all Texas points on a mileage basis of rates, and the I. C. C. has practically acceded to the demands of the Shreveport interests, and has really prescribed a mileage basis in their order No. 8418, Railroad Commission of Louisiana v. Arkansas Harbor Terminal Ry. Co., et al., submitted Apr. 12, decided July 7, 1916, and in this order they fix a maximum mileage and prescribe rates therefor, and the railroad companies contend that they are compelled to adhere to this order, which will advance grain rates over and above the recent advance granted the carriers by the Railroad Commission of Texas of an average of from one and one-half to two cents per hundred pounds.

According to this order the I. C. C. seems to have the authority to set aside and annul the rates of any state railroad commission, and it occurs to me that this might greatly affect the grain trade of the entire country; for instance, when you think of the location of Chicago, Omaha, Kansas City, St. Joseph, Atchison, St. Louis, and other terminal markets, it occurs to me that this is a very serious proposition.

You can see from this that a very serious condition confronts our people, as in the face of an advance of  $2\frac{1}{2}$ ¢ per hundred pounds recently granted the carriers by the Texas Railroad Commission, they are now to be advanced again from  $1\frac{1}{2}$ ¢ to 2¢ per hundred pounds, if the order of the I. C. C. is carried out, and I have learned, in talking to one of the traffic officials of the carriers that they expect to carry out the order of the I. C. C. by taking advantage of the situation and advancing freight rates.

Since the Interstate Commerce Commission's action in this matter seems to be justified by the decision of the Supreme Court of the United States, it seems that the only remedy the public has is to have the interstate commerce law amended, and in this connection I have to advise that Senator Sheppard, on the 4th of March last, I believe it was, introduced an amendment to the Interstate Commerce Law, known as S. B. No. 5242, restricting the authority and power of I. C. C. from interfering with purely state rates, and, as I view it, the passage of this bill is the only salvation for the protection of the public against the in-

vasion of our long cherished state rights.—H. B. Dorsey, Sec'y Texas Grain Dealers Ass'n, Fort Worth, Tex.

## New Bills of Lading Jan. 1.

The signing of the bill introduced by Senator Atlee Pomerene as S 19, Aug. 29, in an amended form, will make a great change in the liability of the carrier and give protection to grain receivers, bankers and shippers against dishonesty.

The new law does not prescribe the exact wording of the B/L to be issued; hence the clauses desired by grain shippers requiring the payment of the full actual loss, and the settlement of claims on the basis of the market value at destination on the day the loss is ascertained will have to be written into the new B/L by the Interstate Commerce Commission, which fortunately, as the result of hearings, is already in possession of information that should prevent the carriers from forcing upon the shipping public a B/L written by themselves solely for their own benefit.

Of the 45 sections in the Act 10 are of direct benefit to the banking fraternity, and of these 10 two are of direct benefit also to the shipper. The sections in favor of the railroad company outnumber those in favor of the shipper. Sec. 26, for example, provides that after goods have been lawfully sold because they are perishable or unclaimed the carrier shall not be liable for failure to deliver the goods to the consignee or to the holder of the B/L.

Sections 21, providing for a clean B/L, and 41, providing fine and imprisonment for forging Bs/L, are of most interest to grain shippers and grain receivers. Sec. 21 provides:

Sec. 21. That when package freight or bulk freight is loaded by a shipper and the goods are described in a B/L merely by a statement of marks or labels upon them or upon the packages containing them, or by a statement that the goods are said to be goods of a certain kind or quantity, or in a certain condition, or it is stated in the B/L that packages are said to contain goods of a certain kind or quantity or in a certain condition, or that the contents or condition of the contents of packages are unknown, or words of like purport are contained in the B/L, such statements, if true, shall not make liable the carrier issuing the B/L, altho the goods are not of the kind or quality or in the condition which the marks or labels upon them indicate, or of the kind or quantity or in the condition they were said to be by the consignor. The carrier may also by inserting in the B/L the words "Shipper's weight, load, and count," or other words of like purport indicate that the goods were loaded by the shipper and the description of them made by him; and if such statement be true, the carrier shall not be liable for damages caused by the improper loading or by the non-receipt or by the misdescription of the goods described in the B/L. Provided, however, Where the shipper of bulk freight installs and maintains adequate facilities for weighing such freight, and the same are available to the carrier, then the carrier, upon written request of such shipper and when given a reasonable opportunity so to do, shall ascertain the kind and quantity of bulk freight within a reasonable time after such written request, and the carriers shall not in such cases insert in the B/L the words "Shipper's weight," or other words of like purport, and if so inserted contrary to the provisions of this section, said words shall be treated as null and void and as if not inserted therein.

Sec. 41, the purpose of which is to prevent fraudulent issuance of Bs/L, makes no requirement whatever of the railroad company that Bs/L be safeguarded as are passenger tickets, or registered. The blanks can be handled by the carrier's agents in the same careless fashion as hitherto. Sec. 41 provides:

Sec. 41. That any person who, knowingly or with intent to defraud, falsely makes, alters, forges, counterfeits, prints or photographs any B/L purporting to represent goods received for shipment among the

several States or with foreign nations, or with like intent utters or publishes as true and genuine any such falsely altered, forged, counterfeited, falsely printed or photographed B/L, knowing it to be falsely altered, forged, counterfeited, falsely printed or photographed, or aids in making, altering, forging, counterfeiting, printing or photographing, or uttering or publishing the same, or issues or aids in issuing or procuring the issue of, or negotiates or transfers for value a bill which contains a false statement as to the receipt of the goods, or as to any other matter, or who, with intent to defraud, violates, or fails to comply with, or aids in any violation of, or failure to comply with any provision of this Act, shall be guilty of a misdemeanor, and, upon conviction, shall be punished for each offense by imprisonment not exceeding 5 years, or by a fine not exceeding \$5,000, or both.

Among the sections of interest to bankers are:

Sec. 3, providing that any statement that an order B/L is nonnegotiable shall be null and void.

Sec. 8, binding the carrier to deliver the goods to the holder of the B/L.

Sec. 11, making the carrier liable to the person who has purchased an order B/L, when the carrier fails to take up and cancel the B/L, even tho delivery was made to the person entitled thereto.

Sec. 22, providing that when the carrier's agent has issued a B/L the carrier be liable to the holder of an order B/L "who has given value in good faith, relying upon the description therein of the goods, for damages caused by the non-receipt by the carrier of all or part of the goods or their failure to correspond with the description thereof in the B/L at the time of its issue."

Sec. 23, providing that goods can not be attached by garnishment or be levied upon while in the possession of the carrier unless the B/L be first surrendered to the carrier or its negotiation enjoined.

Sec. 30, providing that an order B/L may be negotiated by any person in possession of the B/L, regardless of how such possession may have been obtained. This makes the document of greater value as collateral.

Sec. 37, providing that "The validity of the negotiation of a B/L is not impaired by the fact that such negotiation was a breach of duty on the part of the person making the negotiation, or by the fact that the owner of the B/L was deprived of the possession of the same by fraud, accident, mistake, duress, loss, theft, or conversion, if the person to whom the B/L was negotiated, or a person to whom the B/L was subsequently negotiated, gave value therefor in good faith, without notice of the breach of duty, or fraud, accident, mistake, duress, loss, theft, or conversion."

Sec. 39, providing that where an order B/L has been issued no seller's lien or right of stoppage in transitu shall defeat the rights of any purchaser for value in good faith to whom such B/L has been negotiated. Nor shall the carrier be obliged to deliver or justified in delivering the goods to an unpaid seller unless such B/L is first surrendered for cancellation.

Finally, this Act wipes out the common law on interstate shipments, and nullifies all state statutes applying to Bs/L where they conflict, the state courts holding that Congress having chosen to legislate on the subject, the Pomerene Act controls, as to interstate shipments. The state statutes and the common law will continue to apply as to intrastate shipments, so that shippers who already have two kinds of law on telegraph companies' liability, will also have two kinds of law on carriers' liability, two kinds on grain inspection and two kinds on public warehousing.

The law will go into effect Jan. 1, 1917.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### ILLINOIS.

Camp Point, Ill., Sept. 1.—Oats and wheat crop has been very short. Some old wheat left yet. Will be a very large acreage of wheat sown this fall.—Wm. Vollbracht Co.

Sauemin, Ill., Sept. 5.—Our new oats crop threshed out from 35 to 37 bus. per acre. Our new corn crop will make about 30 bus. average, just half of last season's crop.—Sauemin Elvtr. Co.

### IOWA.

Holstein, Ia., Sept. 2.—Corn and small grains is a good crop here.—Allen Joslin.

Cambridge, Ia., Sept. 5.—We had a good oats crop. The corn crop is also going to be good.—M. M. Mason, mgr., Farmers Grain Co.

Des Moines, Ia., Sept. 5.—With the exception of light to moderate showers on Aug. 31 and light scattered showers during the night of Sept. 3, dry weather continued and the drought is unbroken. The first few days of the week were moderately cool, but high temperatures prevailed at the close of the week, the last day being the warmest, when readings above 90 degrees were general. The continued dry, hot weather is maturing corn rapidly, and some of it is already beyond danger of frost. With normal weather about 60% of the crop will be safe from injury by frost by Sept. 20; 85 per cent by Sept. 30, and practically all of it by Oct. 15. Over the northern half of the state nearly all of the crop will be safe by Sept. 30. A summary of the condition of crops on Sept. 1, compared with an average of past years shows corn, 83%, and flax, 90%. On Sept. 1, 1915, the condition of corn was 66%. Preliminary reports indicate the average yield of winter wheat to be 17 bus., spring wheat 14 bus., oats 37 bus., barley 30 bus. and rye 18 bus.—Geo. M. Chappel, Director, Iowa Section, U. S. Dep't of Agriculture Weather Bureau.

### KANSAS.

Bloom, Kan., Sept. 2.—We have had enough rain in the past few days to make an excellent seed bed for the sowing of wheat and to insure wheat pasture for coming fall. All spring crops are almost a failure.—R. A. Ely, agt., L. H. Pettit Grain Co.

Kingsdown, Kan., Sept. 5.—We have had good rains here, and the ground is in good condition for seeding, and farmers will have winter pasture, which they will stand in need of, as the rain came too late to do corn any good.—F. S. Rickner, mgr., C. D. Jennings Grain Co.

### MICHIGAN.

Jackson, Mich., Aug. 30.—Beans look poor. They do not seem to be podded well.—L. W. Maloy, McLaughlin Ward & Co.

Jackson, Mich., Aug. 30.—Rye turned out 15 bus. per acre. Wheat is good quality, but running 15 to 25 bus. per acre.—L. W. Maloy, McLaughlin Ward & Co.

Midland, Mich., Sept. 2.—The wheat crop is very light here and mostly off grade. Oats and barley are fair. Bean vines are looking good, but pods are very few.—J. H. Fahrner.

Lansing, Mich., Sept. 5.—The average estimated yield of wheat in the state is 16.12, in the southern counties 16.61, in the central counties 15.83, in the northern counties 14.81 and in the Upper Peninsula 19.00 bus. per acre. The quality compared with an average per cent is 90 in the state, central and northern counties, 91 in the southern counties and 89 in the Upper Peninsula. The estimated yield of oats in the state is 30.19, in the southern counties 32.10, in the central counties 27.49, in the

northern counties 27.30 and in the Upper Peninsula 35.41 bushels per acre. The quality as compared with an average per cent is 84 in the state, 86 in the southern counties, 80 in the central counties, 81 in the northern counties and 85 in the Upper Peninsula. The estimated average yield of rye in the state is 14.66, in the southern counties 14.95, in the central counties 13.97, in the northern counties 14.29 and in the Upper Peninsula 17.00 bus. per acre. The condition of corn compared with an average per cent is 69 in the state, 62 in the southern counties, 73 in the central counties, 78 in the northern counties and 93 in the Upper Peninsula. The condition one year ago was 70 in the state and central counties, 75 in the southern counties, 56 in the northern counties and 62 in the Upper Peninsula.—Coleman C. Vaughan, Sec'y of State.

### MINNESOTA.

Roseau, Minn., Sept. 2.—Crops in this section will be light. Wheat about 9 bus. per acre, mostly No. 3 and 4. Rye is good quality; fair yield. Flax good, but acreage small.—Paul Anderson, mgr., Farmers Elvtr. Co. of Roseau.

Minneapolis, Minn., Sept. 6.—Threshing of grain from the shock has been progressing steadily during the past week, and in many localities is completed. Much of the better grain has been stacked and will be threshed later. Many farmers are storing wheat and other grain in bins on their farms.—The Van Dusen Harrington Co.

Minneapolis, Minn., Sept. 6.—Heavy rains in South Dakota after harvest left much of the grain in poor shape—that is, damp, tough and some sprouted, making it unfit for storage. A problem that is confronting the northwest is proper seed for next season, only a small proportion of the new crop being fit for seed. The crop in the Red River Valley has been almost a failure this season, due first to excessive moisture and late seeding, then damage by both rust and blight. The prospects of a flax crop are still very favorable, and so far there has been no killing frost to damage it. Shipments of the new crop of durum wheat show that this has suffered both from rust and blight, and much of it is shrunken and of light weight, the same as spring wheat. The weather has been favorable the past week for corn, and much of the early planted is out of danger. Some of the later planted on high ground has suffered for lack of moisture, and, except in the northern portion of our territory, ten days or two weeks of good weather will place it out of danger. Threshing returns on barley and oats indicate that yields are not running quite as heavy as expected.—The Van Dusen Harrington Co.

### MISSOURI.

Columbia, Mo., Sept. 2.—The long hot, dry spell which prevailed throughout most of Missouri has been broken, except in a few counties. However, where rains have fallen they have generally been too late to benefit, to any appreciable extent, growing crops. The welcome change will, though, greatly facilitate fall work on the farms. More rain is needed throughout most of the state. In a few counties, where no rain of consequence has fallen for eight or ten weeks, conditions are serious, according to the reports of correspondents. Hoped-for August rains with more favorable conditions for Missouri corn were realized in but few favored counties. Taking the state as a whole, the loss over the possible yield as indicated on August 1 has been heavy. With rains and cooler weather early in the month there should have been a gain of 10 to 15 points in corn condition. Instead, there has been a further loss. Condition of corn is now 53.4, as compared with 57.2 one month ago, 75.4 one year ago, and 72.3 as the 10-year September 1 average. Present condition, however, is not as low as for 1913, when corn lost 29 points during August and stood at 67; Northwest, 64; Central, 48; Southwest, 41.8 on Sept. 1. On Sept. 1, 1901, the condition of Missouri corn was but 27. Taking the state by sections, correspondents of the Board of Agriculture report present condition of corn as follows: Northeast,

24; Southeast, 54. These figures, based on the estimated planting of 7,218,500 acres, would indicate a total yield of slightly more than 135,000,000 bus. With a seasonable September and with a very late frost, the yield of late-planted corn should result in raising the present forecast. It is estimated that 80% of the crop will be safe from frost by Oct. 1. Present indications are that the Missouri wheat acreage for the 1917 harvest will be the smallest for many years. This is due not alone to the unfavorable season, up to this time, for preparing ground for wheat. Farmers generally are discouraged over the 1916 yield, which averaged only 8.5 bushels per acre. Fear of Hessian fly and the high price of seed wheat are also influencing many farmers to "go light" on wheat this time. Estimates by correspondents indicate that the acreage seeded for the 1917 crop will be 20% short of that harvested this year. This being the case, it will mean not to exceed 1,600,000 acres of wheat for Missouri. By sections, present acreage forecasts are: Northwest, 92; Central, 76; Southwest, 67; Southeast, 80. A favorable Sept. and Oct. should result in raising these figures. Later threshing returns on oats have not changed the preliminary estimates as to yield, reported last month at 24.7 bus. per acre.—State Board of Agriculture.

### MONTANA.

Chinook, Mont., Aug. 14.—Crops here are good.—E. O. Nelson, agt. St. Anthony & Dakota Elvtr. Co.

Joplin, Mont., Sept. 2.—New wheat running as high as 46 bus. to the acre. The general run around here is about 28 bus.—F. F. Dill, sec'y, Farmers Equity Elvtr. Co.

Wolf Point, Mont., Aug. 26.—Grain in this locality is about  $\frac{3}{4}$  of normal, but the increased acreage of small grain will ship about the same as last year. This station ships about 300,000 bus. of grain yearly, nearly all No. 1 grade.—L. L. Jenkins.

Wayne (Belt p. o.), Mont., Sept. 2.—We had as fine a prospect for a big wheat crop as I ever saw until the hail cut it clean. The farmers are not discouraged, however; they are getting ready to sow another crop, and they tell me it is the first time hail ever hit around Wayne.—Chas. K. Abell.

### NEBRASKA.

Swanton, Neb., Aug. 26.—Corn has developed wonderfully in the last two weeks, and will make a fair crop.—E. H. Rhynalds.

Davey, Neb., Sept. 9.—Wheat crop is of good quality, 15 to 25 bus. per acre. Prospects are good for a good yield of corn.—C. B. Mann, mgr., Davey Co-op. Grain Co.

Ceresco, Neb., Sept. 1.—We had a good rain in this section, which makes the ground in fine shape for sowing fall wheat, and also helps late corn.—W. H. Stephens, agt., Latta Grain Co.

Nickerson, Neb., Sept. 7.—The farmers here tell me that the corn crop around here looks very favorable, and some seem to think that a good deal of the coming crop is out of the way of frost.—A. B. Johnson, agt., Crowell Lbr. & Grn. Co.

Magnet, Neb., Sept. 2.—Part of the country has the best crop for years. Oats are making on an average of about 40 bus. to the acre. Color is good. Barley is good, making about 30 bus. Corn looks good, and a fine prospect for corn in sight. Prices are good.—Ross Dodson, agt., Coleson, Holmquist Co.

Fremont, Neb., Sept. 1.—The corn in the northeastern, and in fact nearly all of the north two-thirds of Nebraska, is pretty good, and will make a much larger yield than last year. There are some crops that have been hurt by the hot, dry weather, but they are mostly on the light, poor, sandy soils.—Wm. Emerson, mgr., Western Seed & Irrigation Co.

### NEW MEXICO.

Melrose, New Mex., Sept. 7.—Wheat is of good quality but yield per acre is small. Mexican beans will make a fair crop. There

will be barely enough corn, maize and kaffir for local consumption and none to ship.—Bob Stone, Clovis Mill & Elevator Co.

## NORTH DAKOTA.

Bantry, N. D., Sept. 4.—Wheat, 4 bus., 44 lbs. average; rye, 8 to 22 bus.; oats, 25 bus.; and barley very light.—Farmers Elevator Co.

Hastings, N. D., Sept. 4.—Wheat yielding from 4 to 10 bus. per acre, and very light.—Ludvig Larson, Independent Elevator.

Hazen, N. D., Sept. 2.—Wheat is a light crop throughout this territory. Oats, barley, flax and corn are good.—F. W. Haas, agt., Occident Elevator Co.

[Concluded on Page 411.]

## Government Crop Report.

Washington, D. C., Sept. 8.—The Crop Reporting Board of the Bureau of Crop Estimates makes the following estimates from reports of its correspondents and agents:

### SPRING WHEAT.

State.	1916.	Forecast		Final
		Cond. Sept. 1.	1916.*	
		10-Yr. Sept. 1	From	Esti-
		Av.	mate.*	mate.*
Minn.	41	79	29,180	72,250
N. D.	35	74	39,997	151,970
S. D.	39	75	22,183	61,200
Wash.	90	81	18,443	19,753
U. S.	48.6	77.5	156,351	356,480

### CORN.

Penn.	81	82	57,908	58,520
Va.	90	82	58,308	60,562
N. C.	79	84	55,418	64,050
Ga.	88	86	64,680	64,950
Ohio	68	83	120,221	156,040
Ind.	79	82	185,784	190,950
Ill.	71	78	336,740	376,164
Mich.	67	80	47,838	56,000
Wis.	79	81	59,108	40,825
Minn.	86	82	78,994	62,100
Iowa	82	80	372,690	303,000
Mo.	54	72	149,085	209,450
S. D.	85	81	92,045	94,250
Neb.	74	71	193,601	213,000
Kan.	27	62	66,002	172,050
Ky.	89	82	114,345	114,000
Tenn.	87	83	89,158	94,500
Ala.	64	84	52,703	66,300
Miss.	65	82	52,385	69,350
La.	84	82	45,710	45,100
Tex.	69	71	145,049	175,075
Okla.	45	61	61,104	123,900
Ark.	62	77	43,474	62,100
U. S.	71.3	77.1	2,709,532	3,054,585

### OATS.

N. Y.	69	85	31,621	54,270
Penn.	84	84	34,096	43,320
Ohio	71	78	51,201	69,003
Ind.	75	73	55,412	65,520
Ill.	88	76	169,258	195,435
Mich.	74	80	41,504	64,950
Wis.	83	82	74,528	99,975
Minn.	67	80	89,504	134,375
Iowa	90	82	184,036	198,000
Mo.	79	70	35,891	81,850
N. D.	63	76	58,039	98,000
S. D.	81	75	54,276	72,450
Neb.	93	71	77,216	70,400
Kan.	68	67	42,223	43,725
U. S.	78.0	78.2	1,231,042	1,540,362

### BARLEY.

Wis.	87	84	20,381	23,288
Minn.	67	79	30,771	41,175
Iowa	92	84	10,392	10,943
N. D.	56	74	26,342	44,800
S. D.	76	76	18,183	24,000
Kan.	54	60	4,380	8,370
Colo.	79	89	4,108	4,680
Ida.	92	82	7,404	7,736
Wash.	94	88	7,154	7,263
Ore.	85	88	4,667	4,680
Cal.	52	86	33,121	39,440
U. S.	74.6	80.4	184,441	237,009

### FLAXSEED.

Minn.	80	81	2,974	3,150
N. D.	87	76	7,752	6,534
S. D.	85	81	1,521	1,650
Mont.	86	83	2,081	1,890
U. S.	81.8	78.1	11,895	12,845

\*In thousands of bushels (000 omitted).

Buckwheat condition Sept. 1 was 78.5, against 88.6 a year ago and a 10-year average of 84.6%. The yield is 19.3 bus., on 819,000 acres, or 15,800,000 bus., against the same last year, and a 5-year average of 17,000,000 bus.

Rice condition Sept. 1 was 91.2, against 82.3 a year ago and a 10-year average of 87.6%. The yield is 36 bus. per acre, against a 5-year average of 33.3, and the

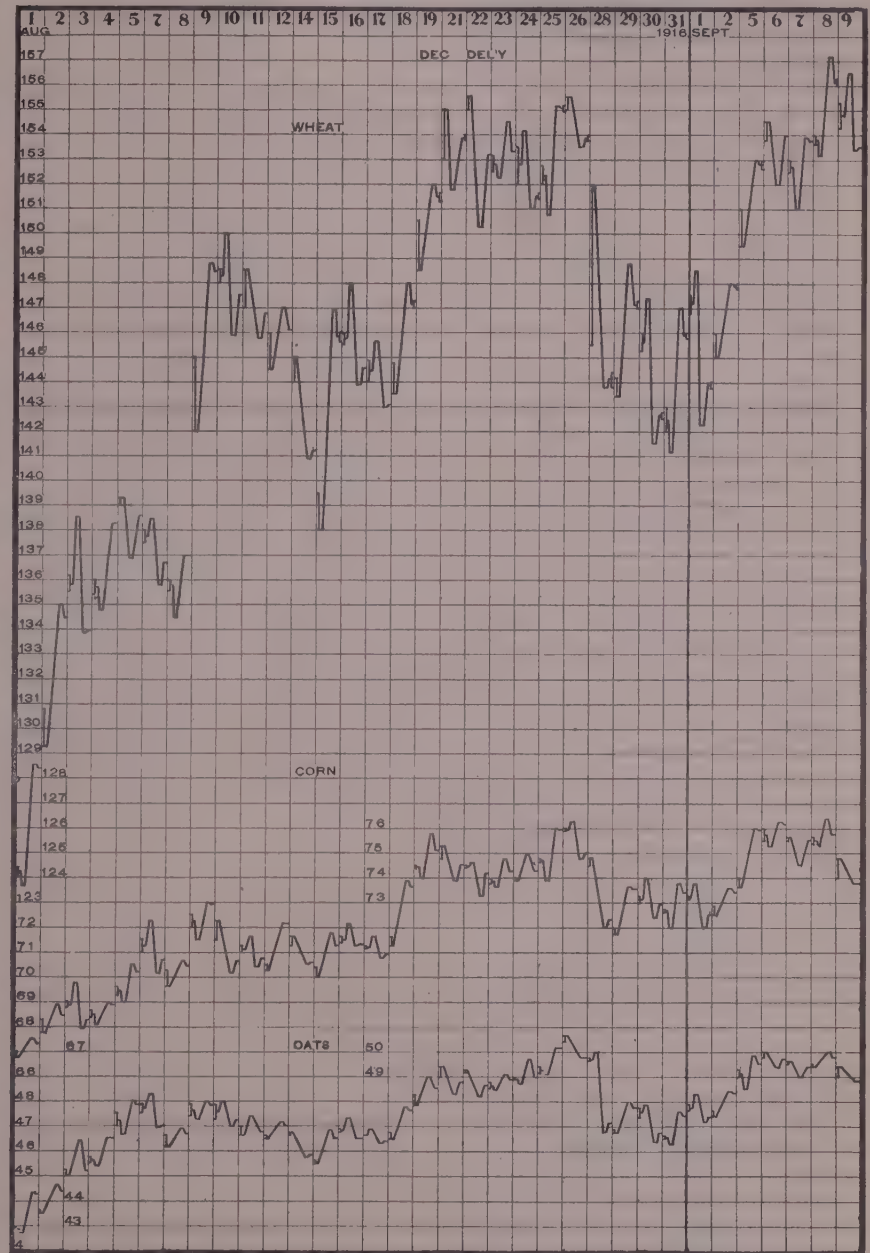
total production 32,800,000 against 28,900,000 bus. last year.

Kafir corn condition Sept. 1 was 62.3, against 90.8 a year ago and a 10-year average of 80.6%. On the acreage of 3,-

922,000 the yield was 19 bus., giving a total production of 74,700,000 bus., against 114,500,000 bus. a year ago.

Hay crop is 86,200,000 tons, against 85,200,000 tons last year.

## Opening, High, Low and Close at Chicago Since Aug. 1.



## Daily Closing Prices.

The closing prices for wheat and corn for December delivery at the following markets for the past two weeks have been as follows:

	Aug. 25	Aug. 26	Aug. 28	Aug. 29	Aug. 30	Aug. 31	Sept. 1	Sept. 2	Sept. 5	Sept. 6	Sept. 7	Sept. 8	Sept. 9
DECEMBER WHEAT.													
Chicago	155½	154	140%	147½	142%	146	144	148	153	154	153½	156½	153½
Minneapolis	158½	157½	148%	152½	147%	150%	150½	153½	158	159	158½	161½	159½
Duluth	158½	156½	147½	150%	147	150½	148½	152	156¾	158	157½	160¾	158¾
Omaha	150%	149%	140%	143½	139½	132½	140%	144½	149%	150%	150%	153½	150½
St. Louis	151½	153½	144	146½	142	145	142½	146½	151½	153½	153½	156¾	151
Kansas City	149½	148½	139½	142%	137%	141	139½	142%	148	149½	149½	152¾	150½
Milwaukee	155½	154	144½	147	142%	146	144	148	151¾	154½	153¾	156¾	153¾
Toledo	163%	162½	152	155½	150%	153	151	155	160	161	160½	163	160½
*Baltimore	163	161%	150%	153½	149	152½	150%	155	161	162	161¾	164	161½
Winnipeg	151%	148%	140	143%	141½	144	142%	145	149%	150%	150	153½	150%

## DECEMBER CORN.

Chicago	75%	75	72½	73½	72%	73%	73%	76	76½	75½	75½	73½	73½
Kansas City	74%	74	71½	72%	71%	72½	71%	72½	72%	75%	74½	74½	73½
St. Louis	75%	74½	74	73½	72%	73	72½	73½	75%	75%	75%	75%	73½
Omaha	70%	70%	67%	68%	68	68%	68%	68%	71	71½	70½	71	69

\*Aug. del'y to Sept. 9, then Sept.



## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

### IDAHO.

Kimberly, Ida., Aug. 31.—White wheat moving satisfactorily on the basis of \$2.25 per cwt., most shipments going to mills in the southern states.—H. W. Mund, mgr., Idaho Seed & Produce Co.

### ILLINOIS.

Saunemin, Ill., Sept. 5.—Our farmers have binned up the bulk of the new oats crop and are holding for 50c. Our old corn will be about all shipped out of this section in the next 15 days.—Saunemin Elvtr. Co.

### IOWA.

Des Moines, Ia., Sept. 5.—Corn is being cut and silo filling has begun in some localities.—Geo. M. Chappel, Director, Iowa Section, U. S. Dep't of Agriculture Weather Bureau.

### KANSAS.

Gem, Kan., Aug. 30.—We have 80,000 bus. of wheat on hand in elvtr. and on ground at present time; are badly handicapped account railroad not furnishing cars to ship it.—P. S. Houston Grain Co.

Williams (no p. o.), Kan., Aug. 26.—The experience of the Kansas Grain Co. at its new elvtr. here is an example of the movement of wheat in this section. The elvtr. was completed Saturday and opened for business Monday morning. Forty teams were waiting with loads of wheat. By noon the elvtr. was filled with grain and 26 loads of wheat had to be turned away.—G.

### MICHIGAN.

Lansing, Mich., Sept. 5.—The total number of bushels of wheat reported marketed by farmers in August at 37 mills is 127,300 and at 39 elevators and to grain dealers 214,091, or a total of 341,391 bus. Of this amount 292,673 bus. were marketed in the southern four tiers of counties, 37,902 in the central counties and 10,816 in the northern counties and Upper Peninsula. The estimated total number of bushels of wheat marketed in August is 1,500,000. Thirty-nine mills, elevators and grain dealers report no wheat marketed in August.—Coleman C. Vaughan, Sec'y of State.

### MINNESOTA.

Fairmont, Minn., Aug. 3.—There is no grain moving at this point.—Geo. S. Livermore.

Minneapolis, Minn., Aug. 30.—It is estimated that 500,000 bus. of wheat, and perhaps 250,000 bus. of barley, have already been bot by Minneapolis interests in Washington, Oregon and northern Idaho. The wheat has been bot mostly for September and October shipment.

Minneapolis, Minn., Aug. 30.—Threshing during the past week has been somewhat delayed by rains, and shipments of new wheat to the terminals have been small. It is almost impossible to make any accurate estimates of the wheat crop of Minn., N.

### Exports of Grain Weekly.

Wheat.		Oats.	
1916.	1915.	1916.	1915.
July 4, '14, to July 3, '15:			
314,473,000	192,348,000	101,585,000	17,702,000
July 3, '15, to July 1, '16:			
356,036,000	303,441,000	125,709,000	101,628,000
July 3: 7,071,000	1,390,000	2,570,000	2,410,000
July 15: 7,963,000	2,049,000	4,299,000	2,829,000
July 22: 8,327,000	1,548,000	3,411,000	2,680,000
July 29: 6,891,000	3,809,000	3,065,000	1,846,000
Aug. 5: 7,032,000	1,971,000	3,381,000	1,382,000
Aug. 12: 5,782,000	3,841,000	4,403,000	897,000
Aug. 19: 5,813,000	3,100,000	4,180,000	897,000
Aug. 26: 7,316,000	4,302,000	3,447,000	290,000
Sept. 3: 7,679,000	5,177,000	2,357,000	1,700,000
Tot.: 63,874,000	27,827,000	31,113,000	14,231,000

Dakota and S. Dakota because of the great variation in yields. There has been an unusually good demand for barley, oats and rye.—The Van Dusen-Harrington Co.

### MISSOURI.

Columbia, Mo., Sept. 2.—Correspondents estimate that 5% of the crop of corn has been cut, but report that almost half the crop will go into shock or silo.—State Board of Agriculture.

### NEBRASKA.

Swanton, Neb., Aug. 26.—I would estimate 4/5 of the wheat still in farmers' hands.—E. H. Rhynalds.

Davey, Neb., Sept. 9.—Farmers are holding grain, deliveries light.—C. B. Mann, mgr., Davey Co-op. Grain Co.

### OKLAHOMA.

Lawton, Okla., Sept. 4.—The strike situation now over, we can breathe easier. Wheat receipts were light until the prospects of strike loomed up, forcing buying prices down, then farmers discontinued all deliveries. We have had good rains now, which put the farmers all to plowing, as it has been too dry in Okla. to plow before, and this will practically shut off receipts entirely, even with an improved market as farmers must get the wheat ground plowed for next year's crop.—Lawton Grain Co.

### Wheat Movement in August.

Receipts and shipments of wheat at the various markets during Aug., 1916, compared with Aug., 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Winnipeg	16,040,400	1,117,125	.....	.....
New York	14,282,740	13,183,322	.....	.....
Kans. C.	13,543,100	5,784,750	6,500,950	4,080,900
Chicago	10,843,000	12,505,000	7,630,000	11,454,000
Omaha	6,528,000	1,105,200	6,687,600	602,400
St. Louis	5,757,822	3,827,483	4,187,040	2,892,952
Duluth	3,757,870	458,888	4,628,850	858,771
Baltimore	3,527,961	3,187,467	2,615,772	2,870,368
Wichita	3,178,000	1,132,800	1,024,000	352,800
Toledo	1,681,200	709,000	243,400	476,900
Cincinnati	1,166,164	1,035,947	681,981	1,259,709
Indianapolis	458,000	1,157,000	116,000	481,000
Milwaukee	456,925	143,750	158,316	31,442
Detroit	376,000	271,000	55,000	87,000
S. Francisco	6,558	12,299	.....	.....
Galveston	.....	.....	3,582,100	2,376,923
N. Orleans	.....	.....	1,335,086	1,366,460

### Oats Movement in August.

Receipts and shipments of oats at the various markets during Aug., 1916, compared with Aug., 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	31,715,000	16,787,000	11,826,000	9,281,000
Winnipeg	9,580,500	419,000	.....	.....
Baltimore	4,963,488	180,137	5,115,371	.....
Milwaukee	3,812,200	2,103,300	2,817,070	920,722
Indianapolis	3,409,000	2,256,000	666,000	327,000
New York	2,865,700	.....	3,423,331	.....
St. Louis	2,734,525	1,817,300	2,031,250	772,220
Omaha	2,160,000	805,800	1,567,000	490,500
Toledo	1,680,100	675,400	554,400	297,800
Kansas City	788,800	419,900	264,000	147,000
Cincinnati	782,544	698,169	290,148	355,472
Detroit	635,000	491,000	139,000	55,000
Duluth	340,371	181,046	497,139	200,396
Wichita	52,500	120,000	88,500	97,400
San Francisco, tons	2,969	4,388	.....	.....
New Orleans	.....	.....	56,635	62,980

### NEW MEXICO.

Melrose, New Mex., Sept. 7.—Practically all the wheat was threshed before the heavy rains. One-half of the wheat crop has been sold. Threatened railroad strike and heavy rains have made movements slow for past three weeks. Beans will soon be on the market.—Bob Stone, Clovis Mill & Elvtr. Co.

### SOUTH DAKOTA.

Hoven, S. D., Sept. 5.—We handled 180,000 bus. last year, but will not do so well this year.—J. P. Arend, mgr., Hoven Grain Co.

### Corn Movement in August.

Receipts and shipments of corn at the various markets during Aug., 1916, compared with Aug., 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	15,375,000	6,213,000	6,145,000	4,710,000
Baltimore	2,107,854	171,224	1,772,062	42,006
Indianap's	1,359,000	1,008,000	711,000	384,000
Omaha	1,354,800	1,732,800	1,073,600	1,490,300
N. York	1,236,800	.....	1,809,982	.....
Kans. C.	1,226,250	845,000	1,221,250	617,500
St. Louis	1,080,000	944,400	594,970	528,680
Cincinnati	739,721	698,159	290,148	355,472
Milwaukee	700,520	781,450	251,613	455,198
Toledo	216,500	255,800	59,800	62,200
Detroit	205,000	207,000	95,000	118,000
Wichita	44,400	75,600	27,000	48,500
S. Francisco, tons	579	508	.....	.....
N. Orleans	.....	.....	342,182	375,810

### Rye Movement in August.

Receipts and shipments of rye at the various markets during Aug., 1916, compared with Aug., 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Baltimore	483,324	96,196	470,399	54,960
Chicago	361,000	440,000	146,000	211,000
Milwaukee	171,100	115,640	57,140	14,160
Duluth	100,390	204,188	120,610	142,543
Cincinnati	111,802	76,046	7,922	42,762
St. Louis	93,334	70,420	42,460	24,290
Omaha	88,000	53,900	30,000	32,000
Kans. City	47,300	18,700	29,700	5,500
Detroit	39,000	38,000	2,000	7,000
Indianapolis	20,000	52,000	3,000	6,000
Toledo	18,500	24,000	12,200	9,600
New York	10,000	.....	.....	.....
Wichita	5,000	.....	5,000	.....

### Barley Movement in August.

Receipts and shipments of barley at the various markets during Aug., 1916, compared with Aug., 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	2,184,000	729,000	534,000	255,000
New York	2,079,462	.....	1,192,923	.....
Milwaukee	1,280,420	464,340	201,510	112,310
Winnipeg	994,950	97,500	.....	.....
Duluth	799,109	478,227	484,738	424,739
Baltimore	158,115	955	289,043	79,800
Kansas City	67,200	162,400	116,200	.....
Omaha	65,800	37,800	28,000	6,000
St. Louis	30,520	24,000	2,240	4,630
San Francisco, tons	30,412	42,137	.....	.....
Cincinnati	650	2,300	29	1,717
Toledo	4	2,000	.....	.....
New Orleans	.....	.....	46,594	.....

### Grain Trade's Activity.

	1915-16.	1914-15.
WHEAT CROP, U. S., bus. ....	1,102,029,000	891,017,000
Wheat receipts, primary markets, July 1 to Sept. 2, bus. ....	87,656,000	55,469,000
U. S. wheat exports, July 1 to Sept. 2, bus. ....	417,029,000	327,916,000
Argentine wheat exports, Jan. 1 to Sept. 2, bus. ....	155,272,000	120,320,000
Wheat, visible supply, Sept. 2, bus. ....	54,660,000	7,767,000
Canadian visible wheat supply, Sept. 5, bus. ....	15,878,000	1,888,000
OATS CROP, U. S., bus. ....	1,517,478,000	1,141,060,000
Oats receipts, primary markets, Aug. 1 to Sept. 2, bus. ....	58,450,000	35,087,000
U. S. oats exports, July 1 to Sept. 2, bus. ....	148,252,000	111,474,000
Oats, visible supply, Sept. 2, bus. ....	27,691,000	5,796,000
CORN CROP, U. S., bus. ....	3,090,509,000	2,672,804,000
Corn receipts, primary markets, Nov. 1 to Sept. 2, bus. ....	222,135,000	222,835,000
U. S. corn exports, July 1 to Sept. 2, bus. ....	42,919,000	43,176,000
Argentine corn exports, April 1 to Sept. 2, bus. ....	205,791,000	217,193,000
Corn, visible supply, Sept. 2, bus. ....	3,330,000	1,859,000
FLOUR EXPORTS, U. S., July 1 to Sept. 2, bbls. ....	20,532,700	17,998,000
RYE EXPORTS, U. S., July 1 to Sept. 2, bus. ....	16,029,000	12,998,000
BARLEY EXPORTS, U. S., July 1 to Sept. 2, bus. ....	30,348,000	11,179,000
CHICAGO BOARD OF TRADE CLEARINGS FOR AUG. ....	\$27,418,419	\$8,357,663



## Latest Decision on Reimbursement for Grain Doors.

The Supreme Court of Kansas on July 8, 1916, reversed the decision of the district court of Reno County in which the Rock Milling & Elevator Co. had been given judgment against the Atchison, Topeka & Santa Fe Railroad Co. for \$3,076.20 for repairing cars in which to ship grain, and remanded the case for a new trial.

The action was begun Feb. 25, 1913. Between Dec. 7, 1908, and May 15, 1911, the plaintiff received from the defendant 5,127 cars in which to ship bulk grain. All these cars were used in interstate shipments. Before loading the cars, it was necessary for the plaintiff to repair them to prevent grain leaking therefrom. The petition asked for 80 cents for repairing each car. The jury allowed 60 cents for material and labor. From Dec. 3, 1908, to Dec. 28, 1910, the defendant's tariff contained the following provision:

"When cars furnished by carriers named below for grain or other loading require repairing in order to insure against leakage in transit, and material necessary for this repair is furnished by the shipper, the carrier will pay the actual cost of the same, but not to exceed 80 cents per car."

On Dec. 28, 1910, the tariff was amended to read:

"When cars furnished for bulk grain or other bulk freight loading require repairing in order to insure against leakage in transit, and the material necessary for repairing is furnished by the shipper, the line furnishing the car will pay for the cost of the repairs, but not to exceed 80 cents per car."

During all of the times of the transactions involved in this action, the tariff contained this provision:

"When cars furnished for grain or other loading requiring interior doors are not so equipped by the railroad company, and such doors are furnished by the shipper, the actual cost thereof, but not to exceed \$1.20 per car, will be paid by the carrier."

During this time rule 78 of the Interstate Commerce Commission was in effect. This rule is:

"A carrier may not lawfully reimburse shippers for the expense incurred in attaching grain doors to box cars unless expressly so provided in the tariff."

Justice Marshall of the Kansas Supreme Court said:

The first contention is that the court did not have jurisdiction of the matters involved in this controversy. The defendant's argument is that every matter where there is a rate concerned, or a tariff to be construed, or a rate founded on a tariff to be adjudicated must come before the Interstate Commerce Commission or a federal court.

The defendant cites *Loomis v. Lehigh Valley R. R.*, 240 U. S. 43, 36 Sup. Ct. 228, 60 L. Ed. —, decided by the United States Supreme Court January 24, 1916, as showing conclusively that the questions in the case now before this court cannot be determined by the state court. That was a case involving the repairing of cars furnished for the shipment of wheat, oats, rye, apples, cabbage, and potatoes. Prior to 1906, cars had been furnished the plaintiffs, and lumber had been supplied without charge, for the construction of inside doors and transverse bulkheads. In 1906 the practice of furnishing lumber was discontinued, and the defendant refused to supply material for fitting the cars or to furnish cars completely repaired for carrying in bulk the articles enumerated. The plaintiffs constructed the inside doors and bulkheads in the cars and brought an action to recover the cost of the material used. The court said:

"An adequate consideration of the present controversy would require acquaintance with many intricate facts of transportation and a consequent appreciation of the practical effect of any attempt to define services covered by a carrier's published tariffs, or character of equipment which it must provide, or allowances which it may make to shippers for instrumentalities supplied and services rendered. In the last analysis the instant cause presents a prob-

lem which directly concerns rate-making and is peculiarly administrative. *Atchison, Topeka & Santa Fe Ry. v. United States*, 232 U. S. 199, 220 [34 Sup. Ct. 291, 58 L. Ed. 588]. And the preservation of uniformity and prevention of discrimination render essential some appropriate rulings by the Interstate Commerce Commission before it may be submitted to a court. See *Penna. R. R. v. Puritan Coal Co.*, supra, 237 U. S. 128, 129 [35 Sup. Ct. 484, 59 L. Ed. 867]; *Penna. R. R. v. Clark Coal Co.*, supra, 238 U. S. 469, 470 [35 Sup. Ct. 896, 59 L. Ed. 1406]. 240 U. S. 50, 36 Sup. Ct. 229, 60 L. Ed. —.

In the case now before this court, no attack is made on the defendant's tariff or rules embraced therein concerning the cooperation of cars. The plaintiff seeks to recover what the defendant says by its tariff it will pay. There is a dispute concerning the meaning of the tariff. Is it necessary that this dispute be presented to the Interstate Commerce Commission before the plaintiff can recover what the tariff says the defendant will pay? Every contract, every writing, every law, so far as its meaning is concerned, may be, and often is, a subject of dispute, even when there should be no dispute. Tariff provisions are made as plain and simple as language can make them, but circumstances will arise concerning which the meaning of the tariff may not be clear. Must this be submitted to the Interstate Commerce Commission before the injured shipper can resort to the courts, when he is not attacking the tariff but is merely undertaking to obtain that which is due him? That is not the intention of the interstate commerce law. Actions by carriers to recover the rate fixed by the tariff have been maintained in the courts of this state where a rate less than that fixed had been collected. *Railroad Co. v. Thisler*, 90 Kan. 5, 133 Pac. 539; *Railway Co. v. Theis*, 96 Kan. 494, 152 Pac. 619. If a carrier can recover what is due it under a tariff, it ought to, but does not necessarily follow that a shipper can recover from the carrier what is due the shipper under the same tariff. We conclude that the court had jurisdiction in this action.

The defendant contends that all items set out in the petition and accruing more than three years before the commencement of the action are barred by the 3-year statute of limitations. The plaintiff to meet this argues that all the cars were furnished under one hiring and under one continuous contract. If the 5,127 cars were ordered at one time, this argument of the plaintiff would be correct, but there is nothing to indicate that this was done. It is not so alleged in the petition nor established by the evidence. Each order for cars and shipment thereunder constituted a separate transaction on which an action might have been maintained, and the statute of limitations began to run when that cause of action accrued. It was not in any way connected with any other order for cars. Ordering cars and shipping freight therein under the rates, rules, and regulations named in a tariff, filed with the Interstate Commerce Commission, do not constitute a contract in writing and the 5-year statute of limitations does not apply. We hold that the 3-year statute of limitations bars all transactions set out in the petition where the shipments were made more than three years prior to the commencement of the action.

Complaint is made of the construction placed by the trial court on the provision of the tariff providing for the repair of cars. The phrase "actual cost of the same" in the tariff effective from December 3, 1908, to December 28, 1910, includes the cost of material and labor of making the repairs. Nothing else is included in the tariff provision just mentioned or in the one effective December 28, 1910. Neither inspecting nor cleaning cars is included. Reimbursement of shippers for the expense incurred in attaching grain doors is prohibited by rule 78 of the Interstate Commerce Commission when not expressly provided for, and for that reason that expense cannot be recovered.—158 Pac. Rep. 859.

THE WAYS AND MEANS COM'ITE at Washington has decided to pass the Rainey mixed-flour bill over until the December meeting of Congress, without prejudice.

I COULD NOT get along without the Journal, as it is a great help in looking up things that pertain to the grain business.—John F. Harnden, agt., G. W. Van Dusen, Wall, S. Dak.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. M. & St. P. 84248 passed thru Waldheim, Mont., Sept. 5, eastbound, leaking wheat from door.—W. J. Panks, of Round-up Elvtr. Co.

A. G. S. 11379, seals G. R. & I. 466230-31, was reported by our mgr. at Avilla, Sept. 5, on the G. R. & I., leaking grain in a number of places. One place a large stream was coming out. He reported same to car repairer.—Stiefel & Levy, Fort Wayne, Ind.

A. T. & S. F. 44211 passed thru Wolcottville, Ind., Sept. 4, eastbound, via Washash R. R., leaking oats from side of car; looked like broken doorpost, door was partly open.—Jay P. Strook.

I. C. 19254 passed thru Schneider, Ind., Aug. 28, leaking white oats at side near end. Called attention of car repairer, who made repair.—Geo. H. White, of H. M. Freeman Grain Co.

Marquette 31385 passed thru Austinville, Ia., Aug. 28, leaking oats account loose sheathing above bolster of car. Am not positive about the name of car.—W. G. Austin.

C. P. 82180 passed thru Noblesville, Ind., Aug. 28, southbound, leaking wheat badly.—D. M. Jenkins, of Noblesville Mfg. Co.

O. W. R. R. & N. 11162 was set out at Wall Lake, Ia., Sept. 1, leaking grain badly at side and ends of car, which was 100,000 capacity. Had railroad repairers look at same and they had it set out of train, going to Denison and west, and transferred into C. St. P. M. & O. 31610, of 80,000 capacity. Considerable grain spilled on ground in transferring.—Wm. Claussen, per E. C. Sherwood.

O. W. R. R. & N. 11162 passed thru Odeboit, Ia., Aug. 30, eastbound, leaking corn badly at door and at end. Car was badly bulged.—Reuber & Bruce.

C. & G. W. — passed thru Atkinson, Ind., Aug. 31, southbound, leaking wheat, of very white variety, from side door. Could not get number.—Atkinson Grain Co.

I. C. 141171 passed thru Clarks Hill, Ind., Aug. 29, leaking oats in a stream from corner of car. Was bound for Indianapolis.—Davis Grain Co., per C. E. Y.

C. St. P. M. & O. 18276 passed thru Modale, Ia., Aug. 25, going north, leaking wheat at corners.—Sharpnack & Co.

W. & L. E. 21470 passed thru Union City, Ind., Aug. 24, in Big Four train leaking oats.—The Pierce Elvtr. Co.

Penna. 59410 passed thru Mooreland, Ind., Aug. 13, eastbound, leaking oats at door and also badly at one corner.—J. O. Donahoe, of McLellan & Donahoe.

## Coming Conventions.

Sept. 13, 14.—Michigan Bean Jobbers Assn' at Grand Rapids.

Sept. 25-27.—Grain Dealers National Ass'n at Baltimore, Md.

## Our Callers

Elmer Hutchinson, Arlington, Ind.  
M. D. Varney, American Materials Co., New York, N. Y.



# Baltimore's Grain Market

## Some Characteristics

The handling of grain at Baltimore has some distinctive features entirely different from other markets. These are the result of Baltimore's location. Grain comes to Baltimore from nearby sections of Maryland, Pennsylvania and Virginia, from the large producing states of the Middle West, the principal western markets of accumulation and distribution, and from the American and Canadian Northwest. In addition there are very considerable receipts of wheat and corn by water from those parts of Maryland and Virginia adjacent to the Chesapeake Bay and its tributaries. According to crop conditions, the movement of grain from different sections varies year by year. It seldom happens that there is a crop shortage in every section the same season, or that there are uniformly large yields everywhere, therefore, Baltimore receives grain every year from one or more of those sections, and not infrequently from all of them. The grain from each is handled somewhat differently, altho finding the same outlet.

As Baltimore's grain trade commenced with the handling of grain produced in the immediate territory, it is proper to first discuss the method of marketing grain from those localities.

The settlement and early development of Maryland was in sections adjacent to Chesapeake Bay and its tributaries, therefore, at that time all agricultural products came by water on small craft. In the early Colonial records grain and tobacco are spoken of as the principal Maryland products. Especial importance was given to tobacco, because it was then the purchasing medium, and we read that one hundred pounds of tobacco was in those days the price of a wife; one hundred and fifty pounds being regarded as proper compensation for a damsel possessing extraordinary attractions.

The First Grain exported from any of the American Colonies was from Baltimore in 1762. From that time, except short periods during the Wars of the Revolution and 1812, there has been a regular movement of grain from Baltimore. First coastwise to more northern and New England settlements, and later to Europe, the movement varying only according to crop conditions in this country and abroad. Following the development of the country more inland, grain was received by wagon, and the making of stone roads or pikes brought increased receipts. The construction of the National Pike by the United States Government westward to the Ohio River opened up a large producing section to the Baltimore market.

Railroads, however, supplanted the Conestoga wagon, and later penetrated sections of southern Maryland previously dependent upon water transportation. The section of the state lying east of Chesapeake Bay, known as the Eastern Shore, is now well served by railroads. That west of the Chesapeake Bay, referred to as the Western Shore, has also railway service, but not as extensive as the Eastern Shore. Notwithstanding this railway development, the movement of grain by small vessels from points adjacent to Chesapeake Bay and its tributaries still continues, and has always been an important factor in Baltimore's grain business.

In earlier periods the quality of Maryland wheat was regarded as of the highest order and especially desirable for milling, but in more recent years garlic has become the curse of Maryland wheat growers. This pestiferous little onion is now found almost everywhere in large or small quantities. Farmers claim that it is indigenous and cannot be eradicated, but others assert that it can at least be held in check. Be this as it may, it is yearly increasing, also extending farther west, and a fortune awaits the man who will devise means for its extermination.

During and After Colonial times, when Maryland was a slave state, its best producing lands were owned by a class of well-bred intelligent men, and farmed by slave labor. These planters, as they were styled, were precise in their business and social methods, and no Kentucky horseman was ever more solicitous in the care of his thoroughbreds than were these planters in regard to their slaves, realizing that health, strength and cheerfulness were essential in obtaining the highest efficiency in labor; and the mistress of the Manor tenderly cared for the slaves in sickness, and upon frequent occasions gathered them together for religious and other instruction. The affection existing between master and slave was deep, and sometimes touching. Surely no such fiction as "Uncle Tom's Cabin" could have been suggested from the plantations of the old Maryland slave-holders.

These planters regularly consigned their grain and tobacco to Baltimore commission merchants, who were regarded as their factors or agents. These commission merchants not only disposed of the grain and tobacco, but furnished the necessary supplies of clothing and groceries throughout the year, and to a large extent acted as bankers, as well as commission merchants. Thus the custom of the producer shipping his grain direct to his commission merchant was established, and this is in vogue today, it being the exception for grain to be received in Baltimore from tide-water sections not direct from the farmer to his commission merchant.

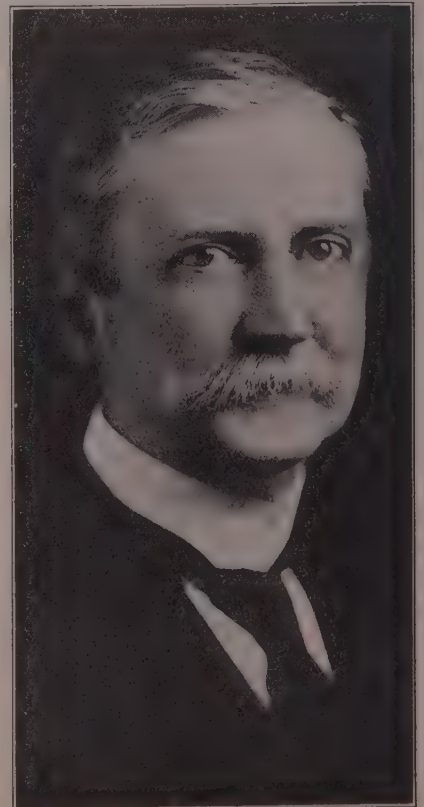
The passing of slavery did not materially change the general custom of handling and marketing grain, but the insufficiency of labor introduced the tenant farmer who tilled the soil and harvested the crop on shares. For the most part the farms have remained in possession of the descendants of their early owners, who maintain the old customs as far as practicable.

The Territory contiguous to Chesapeake Bay, especially that on the Eastern Shore, is penetrated in every direction by bays, creeks and rivers, and generally speaking, almost every farm in that section has a water front, or easily accessible thereto, where small craft can tie up at the farmer's landing and take on board his grain. It is not uncommon for a vessel to commence loading grain well up stream where the water is shallow, and then drop down in deeper water to complete cargo. These bay craft are small, their carrying capacity ranging from 1,000 to 4,000 bushels, and many of them, during the winter season, when grain is not moving, are engaged in oystering. The freight paid these boats from shipper's

landing to point of delivery in Baltimore, is approximately four cents per bushel. In many instances the captain is the owner of the vessel, and in the case of those of small dimensions the crew consists of the captain and one other person, either a man or a boy. Of course, on the larger vessels more sailors are necessary.

The captains of these Chesapeake Bay craft are, in their own estimation, highly important personages, and it is true that those with whom they come in contact hold them in a certain amount of awe. When the vessel which he navigates is owned by the captain, it is, so to speak, his floating castle, as well as his means of livelihood. He makes his own freight rates, in so far as he can do so in competition with the few steam vessels which have recently come into this trade, and which he holds in supreme disgust and envy. He has probably never heard of the Interstate Commerce Commission, or studied abstruse transportation problems. In addition to being a daring mariner, which he really is, he regards himself as having a thoro knowledge of farming, also crop and soil conditions. He claims to be an expert in grain grades and grading, also gives generous advice to elevator management as to the proper conduct of the elevators. He will tell the farmer exactly what his grain should grade in the market, and the price which he should receive for it, and threatens the commission man that he will carry back to the shipper unfavorable reports if they do not endeavor to conciliate him in every manner possible.

During time of congestion, the result of the arrival of a great many boats at the elevator, he has often been known to threaten the elevator, the seller and buyer of his cargo, to carry back and deliver



Charles England,  
Chairman Com'te on Arrangements.

it into the farmer's barn from whence it came, unless it is promptly unloaded. On the other hand he is not free from many trials. In some instances the farmer obliges him at considerable labor, to do all the loading, and in other cases requires him to take the grain from the barn and put it aboard vessel. He is subject to adverse winds and tide, and when he reaches port he must await his regular turn for unloading. Often he remains at anchor near the elevator, while the steam craft, which are given preference in unloading, because they carry passengers and other freight, will discharge their grain, and go upon the return trip.

The wheat in tide-water sections of Maryland is harvested very early, the farmers being eager to cut the grain at the first opportunity, and as soon thereafter as possible, it is threshed from the shock, sometimes regardless of weather conditions. Therefore, in wet seasons, the percentage of out of condition grain is very large. Many farmers depend upon the thresher which travels from place to place, and are often forced to thresh their grain at inopportune times, rather than take the chances of delay in return of the thresher.

As soon after threshing as it can be ar-

ranged to load upon the vessel, the wheat is, for the most part, sent forward to market, and right here is one of the disadvantages which the farmer allows himself to be subjected to. It is not infrequent that the captain, in order to load his vessel promptly and make a quick trip, will take in grain of poor quality or inferior condition, or containing a large amount of garlic, in the same hold, without separation from grain of higher grade, and it is not difficult to appreciate the problem which confronts the Baltimore grain inspector to distinguish between the different lots in the same hold, if he is able to do so at all. The result of this is that the farmer who shipped good clean wheat, and knows that he had better grain than his neighbor, oftentimes receives the same grade and price. Naturally he feels sour in regard to the grading in terminal market, when as a matter of fact it is his own fault in not insisting that the wheat should be kept separate. Undoubtedly he has helped the grade and price of the grain of his less careful and less fortunate neighbor, by improving the average grade of the cargo; but he has only himself to blame in a matter of this kind.

When the vessel arrives at Baltimore it

comes to anchor off the elevator, and the inspector goes aboard from a launch. The inspector's work is largely done early in the morning, as soon as it is sufficiently light to examine the grain properly. The inspectors leave the elevators on a launch, which places them aboard the different vessels, it requiring from thirty minutes to one hour to inspect and grade a cargo. The launch moves about among the fleet, picks up the inspectors, places them aboard other vessels, and so on until each cargo is carefully examined, and during the busy season there has been seen upwards of eighty grain laden craft lying at anchor awaiting their turn at the elevator, making a very interesting and pretty sight. The inspector examines the vessel throughout with a grain tryer, especially arranged for the purpose, attached to a long pole, in order to reach every part of the vessel's hold. If for any reason the inspector cannot examine a remote part of the vessel, a note is made of the fact and special attention is given to the grain when taken into the elevator.

The inspector empties the grain from his tryer into a sack, making an average sample of the cargo or different lots. He fills out a card, containing name of ves-



Home of the Baltimore Chamber of Commerce.





John H. Gildea, Jr.,  
Chairman Com'te on Finance.

sel, consignee, grade of grain, etc., which is in fact a transcript of his record book. The captain carries a sample of the grain with the inspection card to his commission man, who uses both in selling the grain upon the floor of the Chamber of Commerce. Immediately upon the sale of the grain, the commission merchant fills out a blank form, containing directions to which of the elevators the grain shall go.

A Community of Interests exists between the Maryland tide-water farmer, the commission merchant, and a vessel captain. It is not a combination in restraint of trade, but a business affinity of more than local importance, because these men have been factors in feeding the hungry people of Europe when crops elsewhere in this country have been short. The captains generally grow up from boyhood in the business, and are always in close contact with the farmers and commission merchants. The commission merchant has frequently handled the product of the same farm for several generations of owners, and the farmer will resent the solicitation of his business by another.

If it should happen that for good reasons he desires to change his commission merchant, he decides for himself, but his confidence is not easily shaken, and so long as he feels it is merited, he regards his past acquaintance of much value to himself. The commission merchants engaged in this business make a specialty of it.

The commission merchant is a frequent visitor to the farmer, to advise with him

upon business matters, and to keep himself informed in regard to crop conditions, also to enjoy the sociability which is inseparable from this business, because of the friendly acquaintance existing between the parties.

Tide-water Maryland is often visited by strangers because of its beauty and attractiveness. The land is generally flat, but is well drained and healthy, and as every farm has a water view, with wooded background, there is a picturesque charm about it all which artists revel in, and which passes description. Men from the North, and as far west as Wisconsin and Minnesota, who have visited this section, being impressed with its beautiful surroundings and fertility, have bought farms when desirable property could be obtained. These newcomers are received hospitably, notwithstanding their avowed intention of introducing their so-called new ideas. The older residents, however, await these new developments, but in the end the newcomer is the one to change his ideas, and he soon becomes assimilated, enjoying and profiting by the methods which have so long existed.

There is more or less difference in the details of business between every section, but at the same time similarity. Nowhere in the world does the handling and marketing of grain compare with that which comes to Baltimore from sections tributary to the Chesapeake Bay. It is as unique as it is traditional, and that it has not been changed by the march of time is not evidence of a lack of progression. It is a mistake to regard these methods as obsolete, because they are the result of existing conditions, also of certain arrangements of Providence. Imagine the great farming state of Iowa so indented with bays, creeks and rivers that every farm would be situated in or within sight of navigable water, and further imagine each farm to be within 12 to 24 hours' sailing distance to a seaboard grain market, then it would not be difficult to understand the absolute uselessness of a line elevator, and the advantages possessed by a farmer having a water outlet over one, who must haul his grain by wagon to a station, later to be transported long distances by rail.

For about two hundred years the corn and wheat fields of this section of Maryland have been nearer the markets of Europe than those of any other country in the world; in fact even nearer Europe's distributing ports than some of its own grain fields, and this grain goes from the farmer to the European buyer entirely by water, and not by land carriage for any part of its route. In the early days, the Bay vessels brot grain to Baltimore, and it was stored in warehouses, awaiting the arrival of sailing vessels, or when ships were in port it was unloaded directly into them from alongside. Now this grain is handled by the elevators, and thence loaded into ocean steamships. Thus far have modern methods been applicable to this business; but because other changes have been few, is not from lack of enterprise or progressiveness. These advantages of location and method of handling are best evidenced by the reports of the U. S. Department of Agriculture, which states for a period of ten years the average farm value of wheat of the entire United States is about 10 cts. per bushel less than the average farm value of Maryland wheat.

The farmers of the tide-water sections of Maryland are, generally speaking, prosperous. They are an educated people, and the homes of those who are well to do bear every evidence of elegance and cul-



A. R. Dennis,  
Chairman Entertainment Com'te.

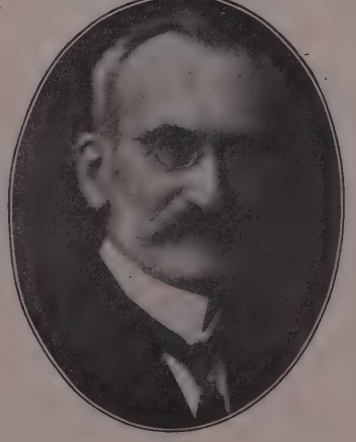
ture, also there is an attractiveness in the society of these people, which cannot be described here. Wherever you meet a Marylander, he is proud of his native State, but the people of tide-water Maryland go even farther, and those who hail from the western shore of the Chesapeake Bay proudly speak of coming from "Southern Maryland," while those from the eastern shore of the Bay are equally as boastful of the "Eastern Shore."

During All the Years that Baltimore was the market for Maryland products, the grain trade expanded. The development of inland lines of communication, and the construction of railroads through the fertile valleys of Maryland, Pennsylvania and Virginia, made Baltimore the metropolis of those sections. In 1854 to 1857, with the extension of the Baltimore & Ohio Railroad to the Ohio River and its connection with lines west as far as St. Louis, there was opened up what was then rightly considered the world's greatest agricultural section. The handling of the grain received by rail required different methods than those employed in marketing water-borne grain.

Receivers or commission merchants then came into vogue, and have continued ever since. Today they are quite as important a factor in the Baltimore market as at any time in the past. This class of grain handlers does not exist in other seaboard markets as in Baltimore. They are, generally speaking, men who have been educated from boyhood in the business, and are experts in regard to the quality of grain, have wide experience in transporta-



Eugene Blackford,  
Chairman Reception Com'te.



J. Collin Vincent,  
Chairman Publicity Com'te.

tion and all other matters affecting the movement, handling and marketing of the grain entrusted to their care. These men have capital in their business, and are fully prepared to act as agents for the small shipper at interior points, or the large grain dealer in the principal terminal markets, therefore, dealers in every section find it to their interest from time to time to do business with the grain receivers in the Baltimore market, who perform a valuable public service in seeking grain ready for market and securing for the owner every advantage in its proper and efficient marketing. The fact that they have continued in business is not evidence of holding to ancient customs or methods, but is a present necessity and advantage recognized by all.

The receivers, whether they buy from dealers at country points, or handle grain on commission, are regarded as an influential part of the grain business of Baltimore, and the rules of the Baltimore Chamber of Commerce provide that this interest, which is regarded as more particularly representative of the interior grain dealer, shall have full representation on all the Committees of the Chamber.

Since the first shipment of grain from this port in 1762, the business of the exporter has steadily grown, and from a few thousand bushels in the beginning, the exports have increased to approximately 100,000,000 bus. of grain during the last crop year. Prior to the present European war, exporters at Baltimore were favorably known to every European grain buyer. Representatives from this market frequently visited the grain marts of Europe, and established with foreign buyers connections of the most friendly character based upon high principles and simple justice, and Baltimore's name in

Europe is a synonym for fairness. The passing away of the early sailing ship and the Baltimore clipper, and the coming of steamships increased the grain export business. Baltimore never had as large a number of regular line boats as the more northern ports, but a relatively larger proportion of its export business has been in full cargo ships. While the war has decidedly changed the method of European buying, when peace is restored the Baltimore grain exporter will resume his former relation with the European buyers largely on account of past reputation.

As Early as 1711, the first flour mill was constructed in Baltimore, and the milling industry continued to develop until Baltimore's brands of flour were known throughout the world. For many years it was the chief source of supply to South American countries. The high grade of Baltimore's flour was on account of the excellent quality of the wheat produced in Maryland, southern Pennsylvania and the Virginias. Baltimore at one time enjoyed the well merited distinction of being the largest flour market of the world, which position it held until the development of the spring wheat sections. This and the utilization of the magnificent water power of the Mississippi River transferred to Minneapolis the position of the great flour milling center of the world, but the pioneers in the Northwestern milling development profited greatly by Maryland's early experience. This change was the survival of the fittest and the inevitable result of the development of the vast area of productive land of the Northwest, and coincidentally the utilization of the power of the Falls of St. Anthony, which for ages before had run to waste. Later tariff arrangements and a lack of reciprocity with South American countries enabled English

capitalists to construct mills there, thus depriving the United States, and especially Baltimore, of the large trade in flour which had existed for many years.

The first flour mills constructed in Maryland were located in the best wheat producing sections of the State. To an extent this is followed in the West, and everywhere modern mills are constructed in those grain producing sections. It is related that when Sebastapool was captured, which resulted in the end of one of Europe's sanguinary wars, the first news of its fall was brought to this country by one of Baltimore's fast clipper ships. There was no cable communication in those days, or ocean steamships. This vessel arrived in Chesapeake Bay and being detained by adverse winds the captain, anxious to deliver the news to the ship's owners, as soon as possible put one of his men ashore with a packet of letters to bring to Baltimore. Upon receipt of this advance information the merchant who had accumulated a large stock of flour intended for shipment to Europe immediately put it upon the market. A few days later his ship came to port and when the end of the Crimean War was known, the flour market declined four dollars per barrel, causing many failures in business.

The Grain Trade of Baltimore was of steady and remarkable growth, even before the erection of elevators. In 1867 the first elevator in Baltimore was built. It was a small transfer house without storage capacity. About this time the Baltimore & Ohio Railroad had completed extensive terminals at Locust Point, their tide-water terminal in Baltimore, and the merchandise piers were used for unloading cars of grain. The grain was carried across the piers in bags from car to



Interior of Exchange Hall, Baltimore Chamber of Commerce.



vessel by laborers, who emptied it in the vessel's hold. In 1872 the Baltimore & Ohio Railroad erected at Locust Point the first fully equipped elevator, known as Elevator "A," having a storage capacity of 500,000 bus. This was really the pioneer elevator on the Atlantic Seaboard. In 1874 the same Railroad erected Elevator "B" at Locust Point, with a storage capacity of 1,500,000 bus. In 1875 the Baltimore Elevator Company built Elevator No. 1 to handle grain arriving via the Pennsylvania Railroad Lines, and in 1879 the same Company built Elevator No. 3. In 1881 the Baltimore & Ohio Railroad built its Elevator "C," having a storage capacity of 1,800,000 bus., and subsequently both the Baltimore and Ohio and Pennsylvania Railroads built elevators at their uptown terminals to accommodate the local trade.

The Western Maryland Railroad, which has become a trunk line through its connection with the New York Central Lines west, has erected at its tide-water terminal a modern concrete elevator having a storage capacity of 850,000 bus. This elevator was opened Dec. 15, 1915, and already additional storage tanks are under construction which will make available in the near future 1,000,000 bus., more capacity. It is contemplated to add more tanks until the capacity reaches a total of approximately 3,000,000 bus.

On June 13th, last, Elevator No. 3 of the Pennsylvania Railroad was totally destroyed by fire. The loss of this elevator came at a most inopportune time, causing considerable embarrassment to the grain trade, as well as the Railroad Company. Plans have already been made to rebuild at an early day a much larger and modernly equipped elevator, which when completed, will further add to Baltimore's elevator capacity. Railroad management has been slow in providing sufficient elevator facilities, but they are coming to the realization that enlarged opportunities for business means that the increase of traffic will be in ratio thereto. None of the Baltimore Elevators are privately owned or operated. The grain trade would not tolerate any preference or advantages which would accrue to an individual elevator operator engaged in any branch of the grain business.



S. D. Thomas, Baltimore,  
Chief Grain Inspector Chamber of Commerce.

**The Chamber of Commerce.**—Even a brief history of the grain trade of Baltimore would be incomplete without some reference to the Baltimore Chamber of Commerce and its predecessor the Corn & Flour Exchange. The Corn & Flour Exchange was organized in 1851, but its affairs were conducted somewhat irregularly, until 1852, when it was duly incorporated. During the Civil War excitement ran high, resulting in a split in the membership, and on January 1862 the Union members retired from the Exchange and formed a new organization, which was chartered on the 30th of that month as the Maryland Corn & Flour Exchange. The new Exchange, however, maintained a separate organization only a few months, when its members reunited with the old Association. In 1896 the charter of the Corn & Flour Exchange was amended, and its name changed to the Baltimore Chamber of Commerce, as being more appropriate on account of the varied interests represented in its membership. Its handsome building was destroyed in the great fire of February 7th-8th, 1904, but was rebuilt soon after.

The undaunted spirit and energy characteristic of Baltimore was illustrated in the action of the Baltimore Chamber of Commerce on the morning of February 8th, 1904, during the great fire. The Baltimore Chamber of Commerce building was burned about 3 a. m. of that date, and about the same time, the business homes of nearly all the grain trade. The business section of the City was in ruins, and property losses were enormous, and no business man could then reckon his losses. In the midst of this uncertainty, while the fire was still raging eastward, as many members of the Chamber of Commerce as could be gathered together held a meeting and after acknowledging many messages of sympathy which had been received from every section, unanimously decided immediately to secure temporary quarters and arrange for telegraphic service. Before the fire had burnt itself out at the water front, quarters in the Masonic Temple were secured and telegraph wires run into the building. On the next morning business was regularly resumed, and during the early session, large sales of grain were made for export to Europe.

OATS are just coming into their own. Cash demand has continued at an unprecedented rate and this feature has led the futures steadily upward. September deliveries went into strong hands and the handwriting on the wall shows that the enormous country movement is about at an end. Threshing is about over and receipts will drop sharply in a few days. Substitution is even now beginning to make itself an important factor. We hear of Illinois and Iowa farmers grinding oats and feeding with skim milk to hogs. The East also is awakening to a realization that oats are far and away the cheapest and best feed on the market. All this displaces corn and cuts deeply into a none-too-large oats crop. The absence of the heavy Northwest oats yields is telling on consumptive channels and exporters are missing the Canadian surplus. Foreign needs are growing larger rather than smaller, and taking the situation all around, we see where these oats can easily work higher. We believe there will be ample opportunity to make purchases on days when prices are on the toboggan. We also see where the oats will narrow considerably on the price of Corn.—W. H. Perrine & Co.

## Herbert Sheridan, Traffic Manager.

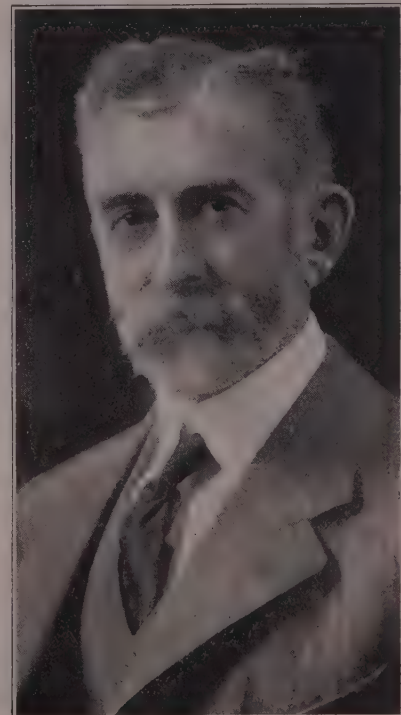
Baltimore grain men in past years have gone into some hard fought battles to preserve the rights of their market and the victories won have only confirmed their belief in the necessity of having an active Traffic Department as an adjunct of the Chamber of Commerce.

At the head of this Department stands Herbert Sheridan, well qualified by his previous experience as a railroad official. Before the Interstate Commerce Commission and in trade conventions Mr. Sheridan always is most courteous to his opponents, but remarkably firm in his insistence upon the adoption of those principles that are just to the entire trade and protect the Baltimore market and particularly is he solicitous of the interests of Western shippers of grain to this market. This policy has been costly, but neither Mr. Sheridan nor the members of the Baltimore Chamber of Commerce ever have been willing to sacrifice principles for expediency. Mr. Sheridan takes an active interest in public affairs and is a member of the City Club's com'te on City Plan.

The Traffic Department supplies rate information and handles claims of an unusual nature. Complaints to the Public Service Commission and to the Interstate Commerce Commission are prepared and followed to conclusion.

A Clearance Buro is operated whereby validation of Bs/L used as collateral for grain is supplied. In this Mr. Sheridan has secured the hearty co-operation of the bankers and railroad companies. From time to time other duties are assigned to the Traffic Department by the Chamber.

ALTHO I will be out of the grain business for a few weeks. I feel that I must keep the Journal.—W. H. Galloup, Suffolk, Mont.



Herbert Sheridan, Baltimore,  
Traffic Manager Chamber of Commerce.

### Baltimore Chamber of Commerce.

As an organized body the grain trade of Baltimore dates back more than half a century. Nearly 70 years ago the grain merchants, receiving principally bay and river grain, congregated on Bowley's Wharf, where barrel heads and window sills were used to display their samples of grain. This informal gathering was succeeded in 1850 by the Baltimore Chamber of Commerce, incorporated with 137 members, in 1853, the oldest Board of Trade in the United States, with a single exception.

The membership fee of this early organization was but \$5, which also was the annual due. The Chamber had one employe, a clerk at \$400 a year, who also did the dusting and doorkeeping. Having outgrown its quarters at 79 South street the Ass'n in April, 1855, rented the adjoining warehouse at \$600 per annum; and in 1860 a building was erected by a stock company composed mainly of members of the Exchange; but this in turn became too small and a site was purchased at a cost of \$200,000 and a fine 5-story building erected ready for occupancy Nov. 22, 1882.

The present Chamber of Commerce Building was erected in 1905 to replace the home burned in the great fire of February, 1904, and was dedicated with appropriate ceremonies on Nov. 25, 1905. Exterior and interior are shown in the engravings. It fronts on three streets with an entrance on each street and has a 15-ft. alley in the rear. The fourth floor is occupied as a trading hall and by offices of the Chamber of Commerce Ass'n, and the 80 offices on the other floors are occupied by firms identified with the grain trade.

Chartered in 1865 as the Corn and Flour Exchange the name was changed in 1896 to Chamber of Commerce, by an act of the Maryland Legislature, and it still retains this name, which more correctly represents the character of the membership, including as it does men engaged in ship chandlery, stevedoring, steamship agency, towing, insurance, banking, railroad freight agents, grain receivers, grain brokers, grain shippers, grain exporters, seed dealers and general commission merchants, the total number being about 310.

As the northwesternmost limit of the navigable waters flowing into Chesapeake Bay Baltimore intercepts grain moving for export from the greater part of the United States. To this and the added natural advantage of low cost of coal for ocean steamers the grain merchants of Baltimore always have brot a business sagacity and a reputation for integrity that has gained their city its fair share of the volume of business of the eastern seaboard each year. The recessions that have come in some seasons have been due to unfavorable conditions of crops and domestic high prices.

The 1915 receipts of grain were the largest in the history of Baltimore, aggregating 97,379,000 bus., a progressive increase each year since 1909, when the receipts were 20,273,000 bus. The former high record was in 1898, when the receipts were 81,319,000 bus. The smallest receipts in 20 years were in 1904, the year of the black rust and high prices, when the arrivals totaled only 12,000,000 bus. The receipts during 1915 included 36,303,000 bus. wheat, 18,740,000 bus. corn, 25,743,000 bus. oats, 10,219,000 bus. rye and 6,104,000 bus. barley. In 1913, a normal year not affected by war conditions, the receipts were 28,469,000 bus. wheat, 21,308,000 bus. corn, 5,791,000 bus. oats, 1,581,000 bus. rye, and 151,000 bus. barley.

Compared with the other eastern seaboard markets, as the volume of exports rose and fell Baltimore held its own, and during the past five years has shown a relative gain. Montreal, Boston, New York and Philadelphia in 1910 received a total of 124,329,000 bus. of grain, which increased to 301,374,000 bus. in 1915, the increase being 142 per cent. Baltimore's receipts of grain increased from 21,583,000 to 97,378,000 bus. during the same five years, a gain of 350 per cent.

Officers of the Chamber of Commerce for 1916 are Pres., James C. Legg, vice pres., Ferdinand A. Meyer; sec'y-treas., James B. Hessong; directors, Paul G. L. Hilken, L. L. Jenkins, A. W. Mears, Harry M. Rever, J. Murdoch Dennis, Robert Ramsay, John H. Gildea, Jr., Geo. S. Jackson, James C. Legg, John J. Snyder, Ferdinand A. Meyer, J. Barry Mahool, Joseph M. Warfield, J. Adam Manger, Albert D. Cover.

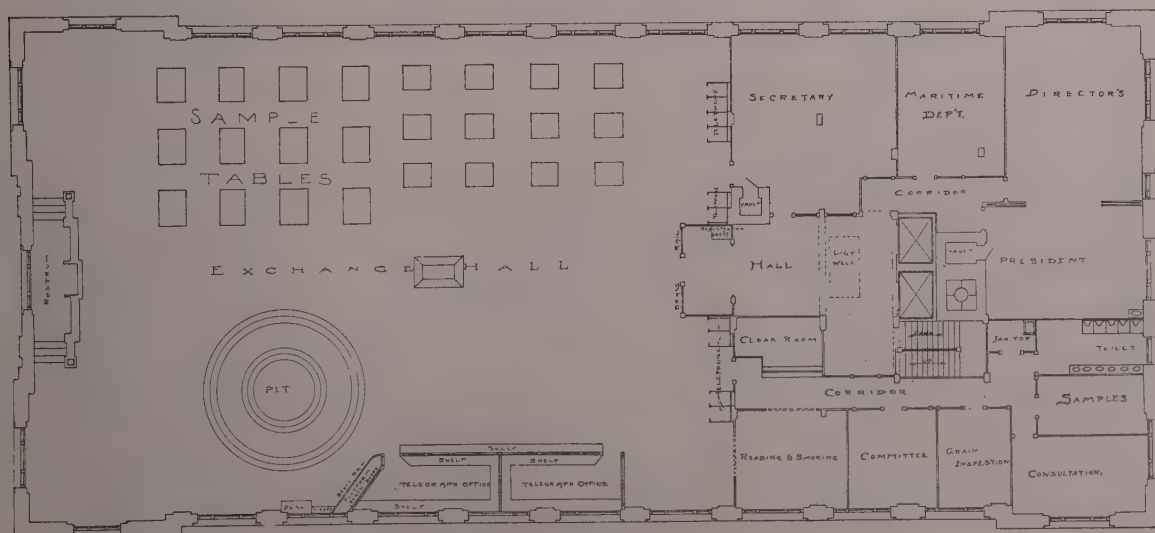
### Argentine Trade in Alfalfa Seed.

The rapidly increasing cultivation of alfalfa in Argentina resulted in an active importation of foreign seed, as the areas seeded to this product have been very large, and increasing steadily. Figures published by the Ministry of Agriculture show the following areas under this crop: 1872—261,392 acres; 1888—963,729 acres; 1895—1,762,079 acres; 1914—18,219,998 acres. Of the area under alfalfa in 1914, some 14,000,000 acres fell to the Provinces of Buenos Aires, Cordoba, and Santa Fe, which led in the order named. Other Provinces and Territories figuring in statistics with more than 100,000 acres under alfalfa in 1914 were Pampa Central, San Luis, Entre Rios, Mendoza, and San Juan.

The total imports of alfalfa seed amounted to 251 metric tons in 1914 and 871 metric tons in 1913. Practically all of the alfalfa seed imported is entered at Buenos Aires. Rosario and other points are credited with only a small per cent. Argentine seed, purchased largely in the interior provinces, is handled at Rosario by a number of firms. Several wholesalers have also imported alfalfa seed on a small scale.

The price of alfalfa seed is subject to great variation. Wholesale dealers at Rosario state that as a rule seed costs them from 4 to 8 paper pesos per 10 kilos (7.7 to 15.4 cents per lb.). Under exceptional circumstances they claim to have paid as low as 3 pesos (5.8 cents per lb.) and as high as 11 pesos (21.2 cents per lb.). Alfalfa is sown in September and March, the March sowing being the more important. Wholesalers must receive seed by Feb. 15 and Aug. 15, as the case may be. Seed is generally packed in good-grade jute bags holding from 60 to 70 kilos (132 to 154 pounds). Alfalfa seed is free of duty.

A list of firms which might be interested in American seed, if particularly attractive as respects quality and price, may be obtained from the Bureau of Foreign and Domestic Commerce or its district and co-operative offices upon referring to file No. 79614. Any correspondence addressed to those firms should be in Spanish. It should include price quotations c. i. f. Rosario, if possible, and should be accompanied by a small sample of seed.



Floor Plan of Exchange Hall, Baltimore Chamber of Commerce.



### Million Bus. Additional Storage at Baltimore.

One of the most interesting and instructive trips which convention delegates can make while at Baltimore is a visit to the Western Maryland Elevator at Port Covington. Reinforced concrete storage bins of 1,000,000 bus. capacity have just been added to the original 1,000,000 bu. plant completed last fall. This storage capacity, together with the rapid handling devices installed in both the old and new sections, makes the plant as large and fast as any on the Atlantic Coast, and just the type of house the average country shipper longs to inspect.

The new storage consists of 36 concrete tanks, each 20' 6" inside diameter and 97' high, arranged four tanks wide and nine tanks in length. Besides the 36 bins in this group the arrangement provides 24 interstices with a capacity of 6,500 bus. each. The other 36 bins have 24,000 bus. storage capacity each. The arrangement of these new bins forms an "L" with the 24 bins of similar size which were completed last year.

The five 36" shipping conveyors in the original storage have been extended out under the new tanks and grain in the first four rows of tanks in the new storage is spouted directly to these belts. The balance of the new storage bins are served by two new 36" shipping conveyors operated at right angles to the five original belts. Each of the conveyors are provided with trippers so that grain from either may be loaded to any of the five belts leading to the workinghouse.

For delivering grain to the storage bins the three storage conveyors were extended to serve the first four rows of new bins, while three new 42" conveyors, operated at right angles to the conveyors from the working house, serve the balance of the bins. The new storage conveyors are depressed where the others cross over them in order that grain may be brot out of the workinghouse on either or all of the original conveyors, and by means of trippers and spouts, transferred to the new conveyors.

Several other new belts have been installed from the annex to the working-

house, and some of the spouting has been changed. Among the additions to the workinghouse is a new dock spout permitting the loading of grain into a second-off boat, lying directly in front of the workinghouse. With the changes mentioned it is possible to spout 12 streams of grain simultaneously into vessels. Grain can be received from boats by the pneumatic marine tower and conveyed to the elevator while the spouting of 12 streams continues, or it may be conveyed from the storage annex to the workinghouse by the five 36" belts at one time. The additional storage was designed and built by James Stewart & Co., while the Weller Mfg. Co. supplied the machinery.

The new storage plant, as well as the original elevator, of 1,000,000 bus. storage capacity, is built of reinforced concrete and strictly fireproof in every detail. The finished plant consists of workhouse, dock storage, trackshed, drier, transformer house, screenings house, dock galleries, annex storage, and overhead conveying galleries. The house is equipped with two receiving, one cleaner and two shipping legs, each capable of elevating 15,000 bus. per hour. The track shed is so arranged that two cars on either of four tracks may be pulled in by the car puller or locomotive and unloaded into 2,500 bu. pits in the basement of the shed. From these pits the grain is conveyed into the receiving legs thru two steel lined tunnels in which are operated 36" rubber belts. When the grain has been elevated by the receiving legs it may be spouted direct or spouted and conveyed to any bin in the working house or annex, this not only keeping the cost of operation at the lowest possible point, but also helping to make the house one of the fastest in the country.

The plant is equipped thruout with electric motors for power purposes and the whole is electrically lighted. The latest type of dust collectors are installed in both the original plant and the annex, working in conjunction with an immense system of floor sweeps.

The unloading capacity is perhaps of as great interest as any other feature about the plant. Convention delegates

will be shown how it is possible to unload more than 120 carloads of grain in 10 hours; how 14 cars may be loaded in one hour and how more than 60,000 bus. per hour can be spouted into vessels. The total handling capacity of the house as originally built was 30,000,000 bus. of all kinds of grain, but this, with the addition recently completed, has been greatly augmented.

THAT WISCONSIN WILL CONTINUE to lead in the production of rye is evident from the latest government reports. Last year this state raised 7,770,000 bus. of rye, which is over 1/7 of the entire amount produced in the United States. Michigan stands next with a total yield of 6,045,000 bus., while Minnesota comes third with 5,850,000 bus. Over 1/2 of the country's rye is raised in these three states annually.

THE DEMAND for wheat in the Priamur and Ussuri districts of Siberia to feed the soldiers and war prisoners was so great that local prices rose too high for export trade. Harbin flour mills shipped nearly all the flour that could be spared locally to Russia. About 10 per cent of their output was sold in Northern Manchuria outside of Harbin, and 15 per cent was sent south into China and Japan to offset the scarcity of American flour. The majority of Manchuria's flour mills are located at Harbin, and most of them are operated the year round, not always, however, at full capacity. In 1915 the quantity of wheat milled was 89,280 short tons. The year's wheat crop was short, estimated at 1,900,000 tons, nor was it considered of superior quality. But the prices were high, reaching \$1.50 per bushel at the normal rate of exchange in December. In December, 1914, the price was 68c per bushel.—U. S. Consul C. K. Moser, Harbin, Manchuria.

**BAITIMORE**  
**I'LL SEE YOU AT**  
**BAITIMORE**

September 25-27, 1916.



New Annex and Western Maryland Elevator at Baltimore.  
[See facing page.]

# ADMINISTRATION of Grain Standards Act New Corn Grades

According to a plan which has been decided upon by the Secretary of Agriculture, the administration of the new grain standards act will be in charge of a committee composed of Chas. J. Brand, chief of the Office of Markets and Rural Organization, and Dr. Wm. A. Taylor, Chief of the Bureau of Plant Industry. It is that that the intention of the Secretary is to ultimately place the work in the hands of the first named Office.

With the general administration in charge of Mr. Brand, the work would be cared for by a sub-committee with Dr. Duvel as its chairman, the committee being made up of the heads of the three divisions under which it has been planned to conduct the administration of the law, viz., (1) Market and handling investigations, (2) Supervision of inspection, and (3) Grain standardization investigation. Dr. Duvel has the acquaintance of the entire grain trade and his appointment would give general satisfaction.

Authorities are desirous of getting the new law in operation as soon as possible. Unless, however, the department should consider it advisable to accept tentatively some grades now in use, it will be difficult even to formulate new wheat grades before January 1, or to get them into actual use sooner than next May.

The corn grades are ready and have been accepted without compulsion by the grain inspection departments of the exchanges and the states, and as the first step towards the practical enforcement of the Grain Standards Act the Department of Agriculture on Sept. 2 issued from the Office of Markets No. 11 of the service and regulatory announcements, containing the following public notice:

Notice is hereby given that, pursuant to the authority vested in the Secretary of Agriculture by Part B, known as the United States grain standards Act, of an Act of Congress entitled "An Act making appropriations for the Department of Agriculture for the fiscal year ending June 30, 1917, and for other purposes," approved August 11, 1916 (Public No. 190), I, David F. Houston, Secretary of Agriculture, have, on this first day of September, 1916, fixed and established, and do hereby promulgate, standards of quality and condition for shelled corn (maize) as hereinafter described, which shall become effective on the first day of December, 1916.

Accordingly after Dec. 1 in interstate shipments of corn it will be unlawful to designate the grade as No. 1, 2, 3, 4, 5

or 6 unless the corn is of the quality specified in the Grain Standards Act. If the corn is designated as of any grade the designation must be that provided in the Act. Thus New York will be compelled to abandon its grades of Steamer Mixed Corn and No. 2 Dried Corn, and Baltimore its grades of Steamer Mixed and Prime Sail Yellow Corn.

In the latest announcement changes are made in the grade requirements which have been effective since July 1, 1914. Hitherto the government grades did not specify any weight per measured bushel. The new grades specify 55 lbs. for No. 1 and 53 lbs. for No. 2 corn; and evidently the Department considers the distinguishing of finely broken from cracked corn too great a refinement for practical use, for in the new grades "cracked corn" instead of being separately stated in percentages is lumped with the foreign material, dirt, cob and other grains and finely broken corn; but in so doing the gross percentage was cut down in the different grades, so that No. 3 corn instead of containing 2 per cent of foreign material and 4 per cent of cracked corn, will contain not more than 4 per cent of both lumped together.

The eleven "general rules" have been completely recast, boiled down and simplified to seven rules, known as "definitions of terms."

Sieves used under the old rules must be discarded, as the size of hole is changed from one-quarter inch to 14-64ths inch, and the 9-64ths sieve for finely cracked corn is abolished.

Under the new rule it will not be obligatory to use the official Brown-Duvel moisture tester, as instead of "conforming to results obtained by the standard method and tester," the "percentage of moisture shall be equivalent to" that ascertained by the moisture tester and method of use described in Circular No. 72.

The new corn grades follow, in full:

## New Corn Grades as Changed.

### White Corn.

No. 1 White.—Shall be white corn; shall be sweet; shall contain not more than 14 per cent of moisture, not more than 2 per cent of foreign material and cracked corn, and not more than 2 per cent of damaged corn; shall not contain heat damaged and

mahogany kernels; and shall weigh not less than 55 pounds per Winchester bushel.

No. 2 White.—Shall be white corn which does not come within the requirements of grade No. 1, white; shall be sweet; shall contain not more than 15½ per cent of moisture, not more than 3 per cent of foreign material and cracked corn, and not more than 4 per cent of damaged corn; shall not contain heat damaged and mahogany kernels; and shall weigh not less than 53 pounds per Winchester bushel.

No. 3 White.—Shall be white corn which does not come within the requirements of grade No. 1 white and grade No. 2 white; shall be sweet; shall contain not more than 17½ per cent of moisture, not more than 4 per cent of foreign material and cracked corn, and not more than 6 per cent of damaged corn; and shall not contain heat damaged and mahogany kernels.

No. 4 White.—Shall be white corn which does not come within the requirements of grade No. 1 white, grade No. 2 white, and grade No. 3 white; shall be sweet; shall contain not more than 19½ per cent of moisture, not more than 5 per cent of foreign material and cracked corn, and not more than 8 per cent of damaged corn, which may include not more than ½ per cent of heat damaged and mahogany kernels.

No. 5 White.—Shall be white corn which does not come within the requirements of grade No. 1 white, grade No. 2 white, grade No. 3 white, and grade No. 4 white; shall be sweet; and shall contain not more than 21½ per cent of moisture, not more than 6 per cent of foreign material and cracked corn, and not more than 10 per cent of damaged corn which may include not more than 1 per cent of heat damaged and mahogany kernels.

No. 6 White.—Shall be white corn which does not come within the requirements of grade No. 1 white, grade No. 2 white, grade No. 3 white, grade No. 4 white, and grade No. 5 white; shall contain not more than 23 per cent of moisture, not more than 7 per cent of foreign material and cracked corn, and not more than 15 per cent of damaged corn which may include not more than 3 per cent of heat damaged and mahogany kernels; may be musty or sour; and may include corn that is immature and badly blistered.

### Yellow Corn.

No. 1 Yellow.—Shall be yellow corn; shall be sweet; shall contain not more than 14 per cent of moisture, not more than 2 per cent of foreign material and cracked corn, and not more than 2 per cent of damaged corn; shall not contain heat damaged and mahogany kernels; and shall weigh not less than 55 pounds per Winchester bushel.

No. 2 Yellow.—Shall be yellow corn which does not come within the requirements of grade No. 1 yellow; shall be sweet; shall contain not more than 15½ per cent of moisture, not more than 3 per cent of foreign material and cracked corn, and not more than 4 per cent of damaged corn; shall not contain heat damaged and mahogany kernels; and shall weigh not less than 53 pounds per Winchester bushel.

No. 3 Yellow.—Shall be yellow corn which does not come within the requirements of grade No. 1 yellow and grade No. 2 yellow; shall be sweet; shall contain not more than 17½ per cent of moisture, not more than 4 per cent of foreign material and cracked corn, and not more than 6 per cent of damaged corn; and shall not contain heat damaged and mahogany kernels.

No. 4 Yellow.—Shall be yellow corn which does not come within the requirements of grade No. 1 yellow, grade No. 2 yellow, and grade No. 3 yellow; shall be sweet; shall contain not more than 19½ per cent of moisture, not more than 5 per cent of for-



Western Maryland Elevator at Baltimore, Md., with Shipping Gallery and Marine Tower for Receiving Tidewater Grain.



foreign material and cracked corn, and not more than 8 per cent of damaged corn which may include not more than  $\frac{1}{2}$  per cent of heat damaged and mahogany kernels.

**No. 5 Yellow.**—Shall be yellow corn which does not come within the requirements of grade No. 1 mixed, grade No. 2 yellow, grade No. 3 yellow, and grade No. 4 yellow; shall be sweet; and shall contain not more than 21½ per cent of moisture, not more than 6 per cent of foreign material and cracked corn, and not more than 10 per cent of damaged corn which may include not more than 1 per cent of heat damaged and mahogany kernels.

**No. 6 Yellow.**—Shall be yellow corn which does not come within the requirements of grade No. 1 yellow, grade No. 2 yellow, grade No. 3 yellow, grade No. 4 yellow, and grade No. 5 yellow; shall contain not more than 23 per cent of moisture, not more than 7 per cent of foreign material and cracked corn, and not more than 15 per cent of damaged corn which may include not more than 3 per cent of heat damaged and mahogany kernels; may be musty or sour; and may include corn that is immature and badly blistered.

#### Mixed Corn.

**No. 1 Mixed.**—Shall be mixed corn; shall be sweet; shall contain not more than 14 per cent of moisture, not more than 2 per cent of foreign material and cracked corn, and not more than 2 per cent of damaged corn; shall not contain heat damaged and mahogany kernels; and shall weigh not less than 55 pounds per Winchester bushel.

**No. 2 Mixed.**—Shall be mixed corn which does not come within the requirements of grade No. 1 mixed; shall be sweet; shall contain not more than 15½ per cent of moisture, not more than 3 per cent of foreign material and cracked corn, and not more than 4 per cent of damaged corn; shall not contain heat damaged and mahogany kernels; and shall weigh not less than 53 pounds per Winchester bushel.

**No. 3 Mixed.**—Shall be mixed corn which does not come within the requirements of grade No. 1 mixed and grade No. 2 mixed; shall be sweet; shall contain not more than 17½ per cent of moisture, not more than 4 per cent of foreign material and cracked corn, and not more than 6 per cent of damaged corn; and shall not contain heat damaged and mahogany kernels.

**No. 4 Mixed.**—Shall be mixed corn which does not come within the requirements of grade No. 1 mixed, grade No. 2 mixed, and grade No. 3 mixed; shall be sweet; shall contain not more than 19½ per cent of moisture, not more than 5 per cent of foreign material and cracked corn, and not more than 8 per cent of damaged corn which may include not more than  $\frac{1}{2}$  per cent of heat damaged and mahogany kernels.

**No. 5 Mixed.**—Shall be mixed corn which does not come within the requirements of grade No. 1 mixed, grade No. 2 mixed, grade No. 3 mixed, and grade No. 4 mixed; shall be sweet; and shall contain not more than 21½ per cent of moisture, not more than 6 per cent of foreign material and cracked corn, and not more than 10 per cent of damaged corn which may include

not more than 1 per cent of heat damaged and mahogany kernels.

**No. 6 Mixed.**—Shall be mixed corn which does not come within the requirements of grade No. 1 mixed, grade No. 2 mixed, grade No. 3 mixed, grade No. 4 mixed, and grade No. 5 mixed; shall contain not more than 23 per cent of moisture, not more than 7 per cent of foreign material and cracked corn, and not more than 15 per cent of damaged corn which may include not more than 3 per cent of heat damaged and mahogany kernels; may be musty or sour; and may include corn that is immature and badly blistered.

**Sample Grade.**—Shall be corn which does not come within the requirements of grades and the grades for mixed corn, including corn that is hot, fire burned, infested with live weevils, or otherwise of distinctly low quality.

#### Definitions of Terms.

The following terms hereinbefore used shall be construed, respectively, to mean—

**White Corn.**—Corn of which at least 98 per cent by weight of the kernels are white. A slight tinge of light straw color or of pink on kernels of corn otherwise white shall not affect their classification as white corn.

**Yellow Corn.**—Corn of which at least 95 per cent by weight of the kernels are yellow. A slight tinge of red on kernels of corn otherwise yellow shall not affect their classification as yellow corn.

**Mixed Corn.**—Corn of various colors not coming within the limits for color as provided in the definitions of white corn and yellow corn. White capped yellow kernels shall be classified as mixed corn.

**Foreign Material and Cracked Corn.**—Kernels and pieces of kernels of corn and all matter, other than corn, which will pass through a metal sieve perforated with round holes 14-64 of an inch in diameter, and all foreign material remaining on the sieve after the sample of the corn involved has been screened.

**Heat Damaged and Mahogany Kernels.**—Kernels of corn which have been discolored as a result of heating caused by fermentation or as a result of fire.

**Per Cent.**—In case of foreign material and cracked corn, damaged corn, and heat damaged and mahogany kernels, is the percentage ascertained by weight.

**Per Cent of Moisture.**—The percentage of moisture contained in corn (maize), which shall be equivalent to that ascertained by the moisture tester and the method of use thereof described in Circular 72, and supplement thereto, issued by the United States Department of Agriculture, Bureau of Plant Industry, accompanying this order.

ANCIENT WHEAT found in old Egyptian tombs has been experimented with in the seed laboratory of the University of Minnesota Agricultural College, and results tend to dispel the traditional belief that this wheat will sprout and grow. The wheat used in the experiment was furnished by the director of the Minneapolis Institute of Arts. It was found in a twenty-first dynasty tomb at Thebes.

CORN looks like a repetition of 1914, when the northwest had their big crop and marketed it in advance of the rest of the belt, flooding every channel of outlet until after the turn of the year. This crop will be ready to move early in November and they will in all probability repeat their 1914 performance, especially if present high prices hold. There is a large amount of old corn in the country that has been held back by the farmer until he saw what kind of a new crop he was going to get. This corn is now starting to market and they are reported as selling old corn in all parts of the belt. Country elevators are full of corn and oats and finding difficulty to secure cars to move it. Chicago storage room is practically all filled and it is a question what they will do with the corn on the way, as well as what disposition they can make of the new corn when it moves. We fully expect a congestion at all primary points and especially at Chicago. Sept. 8 contract No. 2 corn sold at  $\frac{3}{4}$ c under September, which is a most unusual thing at this time in a delivery month. Demand in all directions is distinctly below normal and prices decidedly above normal.—W. H. Perrine & Co.

#### Changes in Minnesota Grades.

At a joint meeting of the Boards of Grain Appeals of Minneapolis and Duluth, Aug. 24, changes were made in the grades of grain, effective Sept. 4, 1916, to provide that wheat containing more than 15 per cent of moisture shall be no grade; that "rejected" shall be known as "sample grade"; establishing a grade of "mixed grain"; abolishing feed barley; that plugged cars shall be graded after cleaning; that unevenly loaded cars shall be graded on the average; and fixing a definite percentage of wild peas and kingheads, and inseparable weed seeds, No. 1 Northern spring wheat rule providing "Shall be dry, sound, sweet and clean, may consist of the hard and soft kernels of spring wheat and weigh not less than 57 pounds to the measured bushel, and shall not contain to exceed one-half of 1 per cent of wild vetch (wild peas) or kingheads, singly or combined, and not to exceed a total of 1 per cent of inseparable weed seed.

Inseparable weed seeds will be permissible in the different grades as follows: In No. 1 not to exceed 1 per cent. In No. 2 not to exceed 2 per cent. In No. 3 not to exceed 4 per cent.

In case of wild peas or kingshead: In No. 1 not to exceed  $\frac{1}{2}$  of 1 per cent. In No. 2 not to exceed 1 per cent. In No. 3 not to exceed 2 per cent. Provided in all cases that the grain otherwise is of such superior quality as to justify these additional defects.

A new rule establishes the percentage of mixed wheat, viz.: Five per cent of durum, winter, western, white or red wheat in spring wheat, and 10 per cent of spring wheat in durum, winter or western white or red wheat shall be graded No. 1, No. 2, No. 3, etc., mixed wheat.

In the barley rules No. 5 and No. 6 take the place of the old grades of feed barley, and under the barley rules a new grade of mixed grain is established.

**Mixed Grain.**—Six per cent or more of coarse grain in wheat, or 8 per cent or more of wheat in coarse grain, or 8 per cent or more of coarse grain intermixed, that cannot be separated, shall be classed mixed grain, with inspector's notation as to the character and percentage of admixture.

A change in the oats rules establishes the percentage of wild oats to be carried



Will S. Washer, President Atchison Board of Trade.



J. W. Blair, Vice-President Atchison Board of Trade.



into oats, viz.: No. 1 white oats must be entirely free from wild oats. No. 2 may carry not to exceed 1 per cent; standard may carry not to exceed 2 per cent; No. 3 may carry not to exceed 4 per cent.

In grading wheat "no grade" on account of excess moisture the inspector will make a notation as to what the grade would be if in condition. For example: NG No. 1, NG No. 2, NG No. 3, etc.

## Additional Crop Reports.

[Concluded from Page 398.]

### OHIO.

Sidney, O., Sept. 2.—Corn looks very good in immediate locality; expect good average crop.—E. T. Custerbender & Co.

### OKLAHOMA.

Ingersoll, Okla., Sept. 3.—Wheat averages 15 bus., and is of fine quality. All grades No. 2.—J. F. McLerran, agt., R. H. Drennan Grain Co.

Lawton, Okla., Sept. 4.—Corn prospects are poor. Very little in this country this year. Oklahoma will import probably 90% of its requirements this year.—Lawton Grain Co.

Laverne, Okla., Sept. 1.—Crops here are in bad condition. Winter wheat will make only 1-3 crop. Spring crops are a complete failure. Weather is hot and dry and makes conditions for sowing very bad. H. Overstreet, mgr., Overstreet Grain Co.

Oklahoma City, Okla., Sept. 1.—Corn has a growing condition of 43%. This is 26% below the condition of one month ago. The average yield per acre ranges from 5 bushels per acre in Craig county to 27 bushels per acre in McClain county. Total average yield per acre for the state equaling 14 bus. The total yield for the state is estimated at 55,837,000 bus. Broom corn has a growing condition of 61%. This is 15% below condition of one month ago and 27% below condition of same date in 1915. An average yield of 366 lbs. per acre is estimated for this year, making a total production for the state of 40,900 tons.—F. M. Gault, Pres., State Board of Agriculture.

### SOUTH DAKOTA.

Morristown, S. D., Sept. 7.—Wheat crop here is short and light, 3 to 8 bus. per acre and weighing 40 to 47 lbs. Flax fair, about 6 bus., and the quality is good.—A. K. Moehn, mgr., Morristown Equity Exchg.

GRAIN BROKERS' BOOKS are being examined by a staff of investigators under the direction of Dan J. Chapin, chief internal revenue agent, to determine whether the full amount of tax is being paid on wheat deals.

## Rapid Growth of Atchison Board of Trade.

When the Atchison Board of Trade was organized at Atchison, Kan., the 10 or 12 men who purchased memberships were optimistic, but none dared predict anything except a normal growth for the new exchange. The increase in the volume of business transacted at Atchison since the organization of the Board of Trade, and the rapid growth in its membership has, however exceeded all expectations of the founders, who now point with pride to more than two score of members, with a number of other firms contemplating opening offices in the new market.

Consignments of wheat this summer have been especially heavy, due no doubt to the fact that premium prices have been paid for that grain. The market is also in an enviable position for handling mixed car lots and enjoys favorable freight rates over all of its main line connections, the Santa Fe, Missouri Pacific, Rock Island and Burlington. These lines of railroad, which cover practically the entire west, have made of Atchison a veritable gate between the states of Kansas, Nebraska and the Northwest, and the vast territory of the south and southeast.

The most favorable location and railroad facilities however are not the only requirements of a successful terminal market—it must have storage facilities for the grain entering its yards, a thorough inspection service and correct weights. Atchison has all of these.

In the way of elevators there stands out first the 400,000 bu. concrete terminal house of the Blair Elevator Co., termed Elevator B; the 150,000 bu. Elevator A of the S. R. Washer Grain Co.; the 200,000 bu. house of the Lukens Milling Co.; the Blair Milling Co.'s 100,000 bu. elevator; the Mangelsdorf Bros. Co.'s 150,000 bu. elevator and seed storage plant and the Central Mills, formerly the Cain plant, with 50,000 bus. storage capacity. Besides these houses there is much talk at present for the erection of a 1,000,000 bu. concrete terminal elevator, to be owned and operated by a separate stock company. This would give Atchison storage capacity of about 2,000,000 bus., which the members feel will be required within another year if receipts continue to show the growth which the market has enjoyed in the last few months.

The officers of the Board of Trade are men with long experience in the grain

trade. Will S. Washer, its president, is known thruout the west and southwest as one of the most capable men in the grain business. He became associated with his father, S. R. Washer in 1896 immediately after being graduated from college, and has acquired much of the experience garnered by his father since 1869, when the Washers first entered the business at Atchison.

J. W. Blair, vice-president, is also an old timer at Atchison, having devoted 30 years to the grain and milling business at that point. With his brother, W. A. Blair, he comprises the firm of the Blair Milling Co. L. E. Davy operates the grain department of this company.

The Board of Trade Exchange Hall has been laid out to suit the convenience of each member. Along one wall is a large black-board upon which is posted continuous quotations from Chicago, Kansas City, Minneapolis and Winnipeg. Another and smaller black-board shows cash sales of grain at Atchison, including hard, red wheat; white, yellow and mixed corn; oats, kafir and milo. Along the wall opposite the black-board is a row of telephone booths, each member having private telephone connection between his office and the exchange floor. Four rows of sample tables and conveniently arranged desks and customers' chairs complete the furnishings. T. J. Bartholow has the Orthwein Matchette private wire.

Among the members who are active on the floor each day are the S. R. Washer Grain Co., the Lukens Milling Co., W. W. Young & Co., Orthwein Matchette Co., the Blair Elevator Co., the Mangelsdorf Bros. Co., the Turon Mill & Elevator Co., and the Blair Milling Co. To these will shortly be added the J. B. McClure Grain Co., and E. R. McDonald, the latter entering the Atchison trade from Sudbury, Canada, to operate the old Cain Milling property.

With the increase in the number of members the price of memberships is about to advance, and it is freely predicted by those now located at Atchison that within another year the cost of admission will be more than double the present rate.

NATIONAL HAY ASS'N will be officially represented at the Baltimore convention of the Grain Dealers National Ass'n by Chas. England, W. A. Cutler of Adrian, Mich., and H. G. Morgan of Pittsburgh, Pa.



Exchange Hall of the Atchison Board of Trade.



## Seeds

**HOLSTEIN, IA., SEPT. 2.**—The outlook for seed crops of all kinds is good, especially timothy and clover seed, of which there will be more than for a number of years past. It is of good quality also.—Allen Joslin.

**FREMONT, NEB., SEPT. 1.**—Clover and grass seeds are not grown extensively in this locality for seed purposes.—Wm. Emerson, mgr., Western Seed & Irrigation Co.

**CHICAGO, ILL.**—JAMES FISHER, for many years with Vaughan's Seed Store, has opened an office representing Carter's Tested Seeds Inc., of London, England, in the middle-western states.

**THE SHANNON-HICKEY Co.** and the Enterprise Seed Co. of Oklahoma City, Okla., have consolidated and will conduct the Enterprise Seed Co. A more extensive seed business than done heretofore by both firms is planned.

**WINONA, KAN.**—We have bot the elvtr. of the Kansas Flour Mfg. Co. and are overhauling it and installing new machinery. The capacity is being increased from 8,000 to 20,000 bus., and when finished, will be used in our seed business.—L. A. Jordan Seed Co.

**Des Moines, Ia., Sept. 5.**—The average yield of timothy in Iowa is 4.8 bus. The acreage of timothy cut for seed is 22% greater than last year. Threshing 85% completed.—Geo. M. Chappel, Director, Iowa Section, U. S. Dep't of Agriculture Weather Buro.

**C. F. Wood** of Louisville, Ky., has sold his interest in the firm of Wood-Stubbs & Co., and has recently opened a seed brokerage business with offices in the Board of Trade building. The business will be confined to field seeds and grain on the consignment and commission basis.

**THE FERGUSON SEED FARMS** has been incorporated at Sherman, Tex., with a capital stock of \$75,000. The incorporators are A. M. Ferguson, W. A. French, R. A. Chatman, Jr., and C. T. Freeman. Besides continuing the work of seed breeding begun many years ago by Mr. Ferguson, the new company will handle all of the standard varieties of field seeds.

**THE SENATE AMENDMENT** to the agricultural appropriation bill was enacted on Aug. 11, with provisions added to the Federal Seed Import Act of Aug. 24, 1912, as announced in the Journal for July 25, which change the percentage of impurity permissible in the seed named in the act of 1912 to 35% of dead seed, chaff, dirt and foreign matter, and prohibiting the importation of all such seed not containing 65% of clean seed. An exception is made, however, of Kentucky and Canada blue grass, which may contain 50% of impurity.

### Clover Seed Movement in August.

Receipts and shipments of clover seed at the various markets during August, 1916, compared with August, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
New York, bags	174,000	.....	90,000	104,000
Chicago, lbs.	138,000	327,000	.....	.....
Milwaukee, lbs.	83,888	319,206	20,900	51,634
Cincinnati, sacks	350	851	1,744	1,713
Toledo, bags	137	442	.....	.....

**SAUNEMIN, ILL., SEPT. 5.**—New clover seed very poor crop, making about half a bu. to the acre.—Saunemin Elvtr. Co.

**NEBRASKA CITY, NEB., SEPT. 5.**—Certain fields in this vicinity yielded red clover seed as follows: One field 1½ bus. to the acre, another 2 bus., a third 2¾ bus. and a fourth 3½ bus.—Edward Bartling Seed Co.

**THE CONGRESSMAN** had received some eight or ten applications for pea seeds from some constituents, and when more came he wrote: "I am sending you the seeds, but in heaven's name what are you doing with so much pea seed? Are you planting the whole state with peas?" "No," came back the answer, "we are not planting them; we are using them for soup."

**A SEED STORAGE HOUSE**, 20x65 feet and one story high, is being erected by J. Buckingham, seed dealer of Bellevue, O., adjoining his elvtr. Mr. Buckingham is building up a splendid seed business and the new building is being erected to facilitate the handling of his increasing business. Ample storage room is provided, and there will also be a large drying room for seed corn.

**COLUMBIA, Mo., Sept. 2.**—Acreage of timothy harvested is practically the same as for last year. The yield will figure about 1.25 tons per acre. Considerable has been saved for seed. The clover seed crop is reported good in most sections of the state, so much so that clover seed will this year constitute a "ready money" crop in a number of counties. The yield of flax is placed at 7%.—State Board of Agriculture.

**THE SPREAD OF ALFALFA** weevil is becoming more and more apparent, and according to a statement of the United States Department of Agriculture, precautions to prevent it should be made, or every section of the country will sooner or later be infested with this pest. It was first noticed in this country in the Great Basin of the West about 12 years ago, and has practically been confined to this section since that time. This year, however, the Federal Buro of Entomology have observed its spread towards the south and the west.

**CLOVER SEED** very unsettled. One dealer anxiously asked: "Why the break?" Another: "Why the sharp recovery?" We'd say the trade in trying to outguess the other fellow has run in a groove. You all want to do the same thing at the same time. Something always snaps. Crop not finished yet, but weather has been ideal this summer. Any losses must be credited to the adverse conditions last winter. Ohio and Indiana won't raise a big crop, but compared to previous season it will look like a whale. Complaints come from many parts in these states, but others report good prospects and are hedging against it.—J. F. Zahm & Co.

### Timothy Seed Movement in August.

Receipts and shipments of timothy seed at the various markets during August, 1916, compared with August, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	2,487,000	1,201,000	2,826,000	1,372,000
Milwaukee, lbs.	240,000	150,492	63,200	577,656
Cincinnati, sacks	2,543	217	832	2,595
Toledo, bags	1,193	589	.....	500
New York, bags	1,028	.....	1,731	.....

**THE LOCATING AND LISTING** of seeds is being conducted by the Crop Improvement Com'te of the Council of Grain Exchanges, Chicago, and all grain dealers, seedsmen and millers having good seed wheat, oats, rye and barley in their territories, who will send an envelope sample stating how much of it they have for sale and their offer, these will be listed free of charge and referred to all inquirers. Those lacking proper seed will be put in touch with others having good seed to offer. The Com'te is asking the co-operation of the Agronomy departments of all the State Agricultural Colleges in locating and listing seeds.

**THE LISTING** of grain for seeding purposes is being seriously considered by F. F. Flint, Commissioner of Agriculture and Labor in North Dakota. He says, "I notice that there is a demand from some quarters that the state department of agriculture should list grain suitable for seeding. That there is a real need for such services there is no doubt, but not to the degree that some apparently believe, or did believe before threshing reports began to come in from different sections of the state. There are doubtless thousands of farmers throughout North Dakota who have produced suitable seed grain this season, and if a list could be had of those who have wheat held or produced which is good for seed it would be of great practical and financial gain to individuals and the state as a commonwealth. In my judgment the state seed commissioner of the agricultural college and the North Dakota Improved Seed Growers Ass'n can best handle the listings of seed grain and, if the situation is considered sufficiently serious, the county commissioners may issue bonds and purchase seed grain for distribution."

**CARLSBAD, BOHEMIA, JULY 18.**—In the years 1910-1913, inclusive, annual imports of grass seed into the country amounted to 4,577,000 lbs., valued at \$442,064, or, roughly, 9½c a lb. The average annual imports for those years from the five countries sending here the bulk of the imported seed were: Germany, 2,135,816 lbs.; Great Britain, 1,434,754 lbs.; Italy, 402,119 lbs.; Russia, 220,019 lbs.; United States, 181,660 lbs. Small quantities of grass seed are also usually imported from Denmark, France, Holland, Roumania, Switzerland and British India. Countries now in the war previously supplied ninety-odd per cent of the imported seed. When it is again possible freely to export to Bohemia there would seem to be a chance for the United States permanently to enter this market on a larger scale. Before the war lawn-grass seed retailed at \$0.24 to \$0.28 per kilo (11 to 13 cents per pound) and forage-grass seed at \$0.28 per kilo (13 cents per pound). There is a duty on grass seed of 30 crowns (\$6.09) per 220 pounds, according to the general tariff. Under the conventional tariff, which applies to imports from the United States, however, grass seed is admitted free of duty.—Consul Wallace J. Young.

### Flaxseed Movement in August.

Receipts and shipments of flaxseed at the various markets during August, 1916, compared with August, 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Winnipeg	754,000	34,850	.....	.....
Duluth	174,677	41,965	755,425	459,987
New York	174,000	.....	.....	.....
Chicago	57,000	1,000	.....	.....
Milwaukee	13,000	45,590	.....	.....
Kansas City	2,000	2,000	4,000	1,000

LANSING, MICH., Sept. 5.—The condition of clover seed compared with an average per cent is 88 in the state and northern counties, 90 in the southern counties, 82 in the central counties and 100 in the Upper Peninsula. The condition one year ago was 75 in the state, 71 in the southern counties, 78 in the central counties, 86 in the northern counties and 91 in the Upper Peninsula.—Coleman C. Vaughan, Sec'y of State.

THE SUPREME COURT of Georgia recently granted the N. L. Willett Seed Co., of Augusta, Ga., a reversal of the decision of the Superior Court of Richmond County in favor of defendant Kirkeby-Gundestrup Seed Co. on a contract for 2,000 bus. of onion sets which the defendant attempted to rescind because the quantity received and accepted by him was inferior in quality, the court holding that if the vendor delivered onion sets not in accordance with the contract and defective, and there was a delay in shipment, and this amounted to such a substantial noncompliance of the contract as a whole, the vendee may rescind the contract and refuse to accept performance as to the balance. But if, with the knowledge of any defects or delays, he received them and paid for the goods received, he could not rescind the contract on account of the failure of the vendor to comply with the contract in regard to the goods which were received.

## Imports and Exports of Seeds.

Imports and exports of domestic and re-exports of foreign seeds during June, 1916, compared with June, 1915, and for the 12 months ended July 1, 1916, compared with the corresponding period ended July 1, 1915, as reported by E. E. Pratt, chief, Bureau of Foreign and Domestic Commerce, were as follows:

	IMPORTS.			
	June, 1915.	June, 1916.	12 mos. ended July 1, 1915.	12 mos. ended July 1, 1916.
Castor beans, bus.	315,189	220,694	924,604	1,071,963
Flaxseed, bus.	1,769,576	1,602,119	10,666,215	14,679,233
Red clover, lbs.	122,565	555,816	8,749,757	33,476,401
Other clover, lbs.	1,103,515	440,468	15,406,954	8,363,363
Other grasses, lbs.	2,725,425	65,455	34,690,259	8,790,820
EXPORTS.				
Clover, lbs.	5,992	90,004	9,750,064	7,116,220
Timothy, lbs.	203,160	258,024	17,333,144	13,610,257
Other grasses, lbs.	149,011	220,205	4,342,926	3,613,026
Cotton, lbs.	64,310	34,251	6,314,439	2,475,997
Flaxseed, bus.	501	68	4,145	2,614

## Big Tractor Train of Corn.

Traction engines were used as the motive power to haul trains of 6 to 14 wagonloads of corn to the elevator of the El Paso Elevator Co., at El Paso, Ill., during the week of Aug. 21, one of the caterpillar tractors being shown in the engraving.

The 20,000 bus. of corn had been sold at 81 cents, and a small carload of wheat at \$1.35 from the Mercer Davis farms between Gridley and Lexington, and the long haul of 12 miles became necessary on account of the car shortage, Mr. Davis being unable to handle it at his elevator at Gridley. The Illinois Central at El Paso was more liberal with empty cars than the T. P. & W. and C. & A. at Lexington.

Twenty-one wagons were hitched to one tractor, but the chains parted and 7 had to be unhooked. The powerful engines made good time, those starting early in the morning reaching El Paso in the middle of the forenoon.

## From the Seed Trade.

ST. JOSEPH, MO., AUG. 30.—Timothy seed is of poor color and badly mixed with chaff on account of careless threshing. It is arriving in such large quantities as to lower the price. Clover seed crop looks good, both as to quantity and quality.—Mitchellhill Bros.

ROSWELL, N. M., Sept. 6.—Clover, timothy, alsike, and blue grass seeds are not raised here in commercial quantities. Alfalfa seed is raised all thru this section. Yield will be plentiful with good weather from here on but quality has been damaged thru rain.—United States Seed & Fruit Co.

KIMBERLY, IDA., AUG. 31.—The threshing of alsike clover seed is about completed. While the acreage was double that of last year, the crop is only half of last year's quantity. Quality is fully up to last season. The acreage of white clover has trebled over last season, both quantity and quality is very satisfactory.—H. W. Mund, mgr., Idaho Seed & Produce Co.

CAMP POINT, ILL., SEPT. 1.—We had a very big crop of timothy seed thruout this country, but better than 50% has moved on to the markets. Quality is very fine. Red clover seed spotted, some very good but the average is better than for 3 years. Sappling clover is short crop. Good crop of alsike. So far this season we have shipped 12 carloads of seeds.—Wm. Vollbracht Co.

CLINTON, MO., SEPT. 1.—We have bot some timothy seed threshed near here, but will have to ship some in as no great quantities are threshed. Clover generally sown with wheat and probably a loss, as we had a rain today, the first since July 4. No alsike or alfalfa threshed here. We look for a demand for timothy and red clover seed, and will have to buy out of town.—Geo. R. Lingle & Son.

TOLEDO, O., SEPT. 6.—Clover seed reflects uncertainty of critical crop period. August covered wide range, extreme high and low both made in same month. High was \$11.20 for Oct., low \$8.50. Low made toward end of month or favorable maturing weather. Bears overdid it on the decline. Prices recovered to around \$9. Have since had moderate advance. Clover is two-sided. Early threshing returns from central states vary from 1 and 1½ to 2 bus. per acre. Moderate yields. Northern Indiana correspondent says mammoth seed returns are considerably below average, but increased acreage may bring total quantity up to average. Central part of state expected to do better. Prices usually show consid-

erable advance during Sept. and Oct. from Aug. low. Wet weather is feared during threshing season. Prices will go the way the crop does.—Southworth & Co.

BELFAST, IRELAND, AUG. 21.—The Irish ryegrass crops have been cut down and harvested in magnificent weather. Color will be bright and condition sound and dry. The wet weather in June and part of July caused the seed to ripen slowly and cutting was considerably delayed. Bushel weights will be on lower levels than we have been accustomed to in the past few years, and the large proportion of chaff in samples we have seen promises to make cost of cleaning very heavy. There is a somewhat larger acreage of perennial ryegrass and we believe yields will be found generally satisfactory. The crop will, therefore, bulk larger than last season's and will be about the average quantity. Bushel weight will run 2/3 lbs. less than previous year. Acreage of Italian ryegrass about normal and a good crop of fine quality. Bushel weight about 1½ lbs. under last year's average. The leading weights will probably be 18 and 20 lbs. Dogstail is a nice crop and we expect a good supply of bright-colored seed. The threshing will be proportionately late, and supplies slow in coming to market. Farmers expect high prices, and will be careless sellers for some time to come.—McClinton & Co.

TOLEDO, O.—Clover seed is fickle. It generally fluctuates several dollars several times each season. It has already taken a journey from 8.47 to 11.20, back to 8.70 and up to 9.30. Now it is hesitating. Historical operators say buy it because it generally advances in August and September. This may be an exceptional season. Look forward, not backward. Nine dollar seed is different from thirteen dollar seed. Crop prospect is also different. Year ago crop was almost a failure near here. Michigan has an excellent prospect. Other states promise much better than year ago but the crop is not yet secured. How much damage did the extreme heat do? Last October prices here went above thirteen dollars. Far West rushed in eight thousand bags and more later. Will they be as anxious to sell at present prices? They have big yields and present prices afford good results but last October prices are still fresh in their minds. France and Italy exported 200,000 bags last season. The imports are generally around 50,000 bags. What will they be this season? October generally has the largest receipts and March the largest shipments.—C. A. King & Co.



Traction Engine Hauling 14 Wagons Loaded with Corn to El Paso, Ill., Elevator.



## Grain Carriers

THE STEAMER SARANAC, which burned recently on Cockburn island, northern Lake Huron, is a total loss, but the owner of the cargo of grain will attempt to save part of the cargo.

THE INTERSTATE COMMERCE COMMISSION has authorized the Merchants Exchange of St. Louis to intervene in the case of the Omaha Grain Exchange vs. the Mobile and Ohio railroad.

THE EMBARGO ON EXPORT GRAIN thru Baltimore on the Penna. Ry. has been modified to permit all grain, except corn, to come forward, provided definite steamship engagement can be given.

PITTMAN & HARRISON Co., grain and seed dealers of Sherman, Texas, have complained against the rate of 30 cents on oats to Mobile, Ala. A rate of 26 cents is asked and also a refund of \$35.20.

THE STEAMER AMAZONAS recently arrived at Port Huron, Mich., with her 20,000 cargo of corn soaked with water, said to have been caused by a leak. The vessel was en route from Chicago to Depot Harbor on Georgian Bay.

THE EMBARGO on eastern shore grain aboard about 50 vessels in the Baltimore harbor has been lifted by the B. & O. Ry. Co., and the boats may unload at the Locust Point elvtr. The action followed a meeting of grain dealers with Mayor Preston, who took the matter up with the officials of the Railroad Co.

CERTAIN CARLOADS of bulk corn, delivered to the McCaull-Dinsmore Co., Minneapolis, Minn., unrouted, which were transported by the Great Northern Ry. over an interstate route when lower rates applied over an available intrastate route, were considered misrouted at a hearing of the Interstate Commerce Commission, and reparation was allowed.

RESTRICTIONS in the tariffs of the Great Lakes Transportation Co., and connecting carriers, whereby the company refuses to accept or assume any charges for wharfage, dockage or other facilities for certain roads, are attacked as unjust and unreasonable in a complaint made by Chapin & Co., feed dealers of Hammond, Ind., and Chicago, Ill., to the Interstate Commerce Commission recently.

HEARINGS on leases and grants of property by carriers to shippers will be held probably at different cities by the Interstate Commerce Commission. The first of these hearings has just been announced for Sept. 25 in the Woolworth Bldg., New York, before Examiner Howell, involving stock yards leases. Dates for grain elevator lease hearings will be announced later.

A MOUNTAIN of loose grain covered the decks of the steamer Livingstone as it arrived in the Duluth harbor recently, and astonished the local marine men. The Livingstone, under charter to a Minneapolis grain firm, loaded at Fort William, but when the cargo holds were filled there still was a quantity of grain to be moved and the vessel was not carrying capacity tonnage. Taking a chance on the weather, 300 tons more grain were poured on the deck. There was hardly a puff of wind to stir the chaff on the way up. "One good hard puff of wind would have cleaned the decks," said Captain Oertling.

UNDER THE DECISION of the Interstate Commerce Commission affecting Trans-Continental rates, all of the increases made by the carriers have been suspended, so that the 40c rate will continue in effect on barley from California to New York City, etc., via the Gulf.

ONE VESSEL, the steamer Marina Quezada, was admitted to American registry during the five weeks ended Aug. 26, 1916, under the ship-registry act of Aug. 18, 1914. Two vessels, the bark Callao and the schooner-barge Simla, were admitted recently under the repaired wreck act of Feb. 24, 1915. At present date, therefore, 188 vessels, aggregating 628,644 gross tons, have been admitted to American registry under the act of Aug. 18, 1914. Seven vessels of 11,630 gross tons have been admitted under the act of Feb. 24, 1915.

SHIPPERS ON THE GREAT LAKES, who needed tonnage recently to load grain at Lake Superior before Sept. 1, could not find any at 4c and eventually paid 4½c. At the higher figures some small tonnage was chartered. Shippers, so far, have shown no disposition to consider future vessel space. There have been a few boats chartered at rates ranging from 4½ to 5½c, but this business was done in the spring and the business since then has been for current needs. Shippers will probably depend upon current charters to take care of their needs thru the entire season.

THE TARIFF of the Kansas City, Mexico & Orient Ry., which proposes to cancel joint export rates on grain from points on the Road to New Orleans and other Gulf ports via the St. L. and S. F. Ry. has been suspended from Sept. 2 to Dec. 31 by the Interstate Commerce Commission. The present rates are continued in force in connection with other lines. The present and proposed rates from several points of origin to New Orleans, via the St. L. and S. F., are; from Waldron, Kan., 25.7 to 30c on wheat and 22.7 to 28.5c on corn; from Carmen, Okla., 25.2 to 29c on wheat and 22.7 to 28.5 on corn; from Wichita, Kan., 25.7 to 30.5 on wheat and 22.7 to 28.5 on corn.

A COMPLAINT, claiming reparation for demurrage charged on a shipment placed in certain cars on the Tyler St. team tracks, St. Louis, Mo., has been filed with the Interstate Commerce Commission by the Merchants Exchange, the Langenberg Bros. Grain Co. and R. P. Wood of that city, against the Terminal Railroad Ass'n, the Wiggins Ferry Co., the E. St. Louis Connecting Ry. Co. and the St. Louis Transfer Ry. Co. The shippers contend that the cars were defective and could not be moved, and that the railroads not only charged them for the cost of transferring the shipment from the defective cars to other cars, but also charged demurrage, which they seek to recover.

REFUNDS FOR OVERCHARGES have been ordered to be made as follows by the Interstate Commerce Commission: C. R. I. & P., \$135.30 to Kemper Grain Co., on wheat from Masquero, N. M., to Kansas City, Mo.; C. R. I. & P., \$45.24 to the Goltry Grain Co., on corn from Brunswick, Neb., to Kremlin, Okla.; C. M. & St. P., \$100.92 to D. A. Aitken, on corn from Hornick, Ia., to Atchison, Kan.; C. & St. L., \$9 to Dewey Bros. Co., on wheat from Spring Valley, Ohio, to Virginia cities; C. C. C. & St. L., \$5.33 to Cleveland Grain Co., on oats from London to Caledonia, Ohio; C. M. & St. P., \$2.27 to Chas. A. Krause Milling Co., on corn from Oakland, Minn., to Waupun, Wis.—P.

THE INTERSTATE COMMERCE COMMISSION has granted permission for the carriers represented by R. H. Countiss to establish rates for the transportation of oats, wheat, alfalfa meal and rice from Pacific Coast points to Atlantic ports via rail to Galveston and water beyond, without observing the long-and-short-haul provision of the law.

AN ULTIMATUM recently sent to the Kansas Public Utilities Commission by the Rock Island Ry. Co. threatened an embargo on grain cars to certain dealers at Hutchinson, Kan., on account of the alleged adoption of a policy by these dealers of holding cars thru the payment of demurrage. It is claimed by the railroad that cars were held by certain dealers for a prolonged period thru the payment of \$1 a day demurrage for each car.

A RULING of the Interstate Commerce Commission excludes the Norfolk & Western Ry. from interest in the operation of the Old Dominion Steamship Co., and the Virginia Navigation Co., under the Panama canal act. The Chesapeake & Ohio, the Seaboard Air Line, the Atlantic Coast Line and the Southern Ry. were allowed to continue, however, because it is to the advantage of commerce and in the interest of the public. Continued operation of the Chesapeake Steamship Co. by the Southern & C. & O. Rys., and of the Baltimore Steam Packet Co. by the Atlantic Coast Ry. was also authorized.

MORE MERCHANT SHIPS are now being built in the United States than in any other nation in the world. This is a condition that has not existed for over half a century. According to Lloyd's register and the official reports of the Department of Commerce of the United States there were on July 1, 385 steel merchant ships building in private shipyards in this country, representing a total of 1,225,784 gross tons, which is a trifle greater than the total gross tonnage of merchant vessels launched in the entire world during the calendar year 1915. Of these 385 steel merchantmen, 195 are large carriers for the ocean trade, representing over 1,000,000 tons. Already private concerns have gone far toward demonstrating that there is no need for the government to go into the ship-owning or ship-operating business. At present it is fairly safe to build ships, and America has every natural advantage for their construction.

HEARINGS before the Interstate Commerce Commission have been scheduled as follows: At St. Louis, Mo., before Examiner Pateson on western grain transit rules, Sept. 12; at Chicago, Ill., before Examiner Watkins on rates on grain and grain products from Argo, Ill.; Chamber of Commerce of Milwaukee against the Great Lakes Transportation Co.; Board of Trade against the Lehigh Valley Transportation Co.; Board of Trade against the Great Lakes Transportation Co., Sept. 14; at Sioux City, Ia., before Examiner Waters in the case of the Flanley Grain Co. against the Great Northern Railroad, Sept. 28; at Omaha, Neb., before Examiner Pateson in the case of the Omaha Grain Exchange on fourth section applications, Sept. 29; at Washington, D. C., in the export grain case, Oct. 4; at Washington, D. C., on barley and oats from Minneapolis; export grain from Colorado; export grain storage charges; Baltimore Chamber of Commerce against the Baltimore & Ohio Railroad, Oct. 6; at Washington, D. C., in the matter of Bs/L, Oct. 20.

A TELEGRAM PROTESTING against the practice of eastern railroads in retaining grain cars that are shipped east from the western and middle western states, was sent Aug. 28 to the Interstate Commerce Commission at Washington by the Fort Dodge (Ia.) Commercial Club. In view of the great shortage of cars and the large quantities of grain stored in small country elevators, the shippers of the west are suffering, and earnestly protest against the present manner of handling cars. The rule is that eastern roads return 20% of the cars that are sent east during grain movement seasons, and this is not being lived up to at present.

DAMAGE SUITS for failure to deliver shipments of grain within a reasonable time have been entered against five railroad companies operating thru Sangamon County, Ill. E. B. Conover & Co. of Springfield, Ill., ask \$1,000 from the Chicago & Alton for delay in a shipment of grain from Chatham to Baltimore, Md., Feb. 29, 1916; the same amount from the Wabash Railroad for a delayed shipment from Dawson to Baltimore Feb. 4, 1916; a like amount from the Illinois Central for a delayed shipment of grain from Birkbeck to Baltimore, Dec. 22, 1915, and \$50 from the Chicago, Burlington & Quincy on a delayed shipment from Peoria to Baltimore, Md., March 4, 1916, and \$1,000 on account of alleged delay on the part of the Baltimore & Ohio Southwestern Railroad in a shipment of grain from Philadelphia, Feb. 17, 1916, consigned to Baltimore, Md. The Chatham Elevator Co., Chatham, Ill., is complainant in two cases against the Chicago & Alton, asking damages amounting to \$500 in each instance on account of delayed shipments on Feb. 28, 1916, from Chatham to Baltimore, Md.

The Alton is also sued for \$1,000 by John Weimer for delay in a shipment from San Jose to Baltimore, Md., Feb. 16, 1916, and by T. H. Maddox of Chatham for \$500 for delay in a shipment to Baltimore, Md., Jan. 31, 1916.

## Country Elevator of Brick.

Altho one of the oldest materials of construction brick has not come into general use for grain elevator buildings, the cost being so much more than that of the usual wooden house. One of the few that have been constructed of this unquestioned fire resisting material is the new plant of the Farmers Elevator Co., at Lamberton, Minn., shown in the engraving.

No wood is used in the building, and the two elevator leg casings are of steel. The office, also is of brick, 14x30, partitioned into public and private offices. Lightning rods complete the protection against fire.

The house has a capacity of 45,000 bus., in 16 bins. The elevator legs have 6x12 buckets and are driven by two electric motors of 7½-h.p. each. Team and wagon are weighed at the same time on the 26-ft. dump scales, oil controlled. In the cupola is a 2,000-bu. Richardson Automatic Scale. A good cleaning machine is included in the equipment. A 750-watt electric lamp on top of the cupola illuminates the surroundings. Thos. Masterson is manager.

THE INCREASE in the value of American exports carried in vessels under the United States flag for the fiscal year ending in June, 1916, is exceptionally large. An expansion from \$284,410,000 to \$490,566,000, compared with the previous year, is recorded.

## Bidding Higher Price Not a Violation of Anti-Discrimination Law.

In January, 1915, the defendant Rocky Mountain Elevator Co., a Minnesota corporation, it was shown by the evidence, was engaged in buying wheat in Teton county; that it owned the only elevator at Dutton; that it owned an elevator at Choteau; that the Farmers' Co-operative Elevator Co., a domestic corporation, owned an elevator at Choteau and was engaged in buying wheat at that point; that on Jan. 19, J. N. Caskey, a farmer living between Dutton and Choteau, sold a load of wheat to the defendant at Dutton and another load of the same wheat to defendant at Choteau; that the wheat sold at Dutton was graded by defendant as No. 3, docked six pounds per bushel, and brought \$1.11 per bushel; that the wheat of identical character and quality sold at Choteau was graded No. 1 by defendant, docked one pound per bushel, and brought \$1.26 per bushel; that Dutton is situated on a main line of railway, and Choteau on a branch line; that Dutton enjoys an advantage in freight rates of 1 cent per hundredweight over Choteau to coast and Minnesota market points, and an advantage of 1½ cents per hundredweight to Great Falls.

The Supreme Court of Montana, in a decision July 6, 1916, said:

Chapter 8, Laws of 1913, seeks to define and provide punishment for unfair discrimination in buying. It was not the intention of the legislature that it should be a crime to pay a higher price for a commodity in one part of the state than in another, even after making allowance for the difference in market price as affected by different freight rates. It is only when the discriminatory rate is paid intentionally for the purpose of stifling existent competition or preventing a new competitor from entering the same commercial field that the act of paying the higher price is denounced as a crime.

The evidence fails to show, or even suggest, that the Farmers' Co-operative Elevator Co. was a competitor of the defendant at Choteau. So far as this record goes, the two concerns may have been acting in perfect accord—even by agreement. It fails to show, or even intimate, that the price paid at Choteau was more than the fair market price for the grain. It fails to disclose that the price paid by the defendant at Choteau was more than the Farmers' Co-operative Elevator Co. was paying or was willing or able to pay for the same grain at the same time and place. If, for instance, the Farmers' Co-operative Elevator Co. was able to pay \$1.26 per bushel for the same quality of grain and could make a reasonable profit from the transaction, it would have no cause for complaint, however much the grain raisers in the neighborhood of Dutton might have. It is impossible to determine from this evidence whether the apparent discrimination was in favor of Choteau or against Dutton; whether the price paid at Choteau was more than the market warranted or whether the price paid at Dutton was unconscionably low.

This is a criminal action, and the defendant cannot be convicted upon mere suspicion. The elements of the crime must be shown by evidence which will convince a fair-minded jury of defendant's guilt beyond a reasonable doubt, and it cannot be contended that this evidence measures up to that standard.—158 Pac. Rep. 818.

ELEVATOR OVERLOADING continues to threaten the collapse and destruction of many grain handling plants in the west due to the lack of a thorough inspection before the heavy movement of grain sets in. In the opinion of one builder, who is now repairing half a dozen "bust-outs," each of the plants which will now require hundreds of dollars to repair, could have been strengthened last spring for the expenditure of a very small amount of money. Moral—Avoid the loss incident to a burst plant by having a builder examine it annually before grain movement starts.



Brick Grain Elevator at Lamberton, Minn.



# Grain Trade News

## CALIFORNIA

South Vallejo (Vallejo p. o.), Cal.—Fire destroyed a large warehouse, owned by the Sperry Flour Co., Aug. 29, together with a stock of wheat, valued at \$200,000. The estimated loss is \$500,000.

## CANADA

Calgary, Alta.—Two elvtrs. will be erected at Nose Creek at a cost of approximately \$20,000.

London, Ont.—The Hunt Mlg. Co. has prepared plans for the erection of an elvtr. here, at a cost of \$40,000.

St. John, N. B.—Bids are being received for the foundation for the 500,000-bu. elvtr. to be erected by the Canadian Government Railways.

Transcona, Man.—Bids were received at Ottawa, Aug. 26, for the construction of a 1,000,000-bu. elvtr. for the Canadian Government Ry. Co., at this point. The John S. Metcalf Co. has bid on the plans and supervision, and the bids are still in the hands of officials for consideration.

Calgary, Alta.—At the annual election of officers of the Western Grain Dealers Ass'n, the following were elected: Pres., J. H. R. Gillespie; vice-pres., H. Kavener; sec'y-treas., D. O. McHugh; auditor, H. C. Roenish; directors, C. M. Hall, J. D. Stafford, E. D. Munro, M. Mahoney. This ass'n represents all the elvtr. and milling companies operating in Alberta.

Montreal, Que.—W. D. Staples and Professor A. Magill, chairman of the Board of Grain Commissioners, conferred with the government at Ottawa recently, regarding the question, which has arisen in connection with the interpretation of the grain act, whether grain dealers are empowered to treat grain in storage with them as their own. Hitherto they have been selling the grain and replacing it with other grain of the same grade. The farmers claim they have no power to do this; that they cannot sell it without authority altho they can move it. The question has been taken up with the Hon. Arthur Meighen, and has been referred to the justice dept.

## WINNIPEG LETTER.

The Armour Canadian Grain Co., Ltd., with head offices here, has been organized to do a general grain business, mainly export. The officers are pres., H. G. Campbell, who has been with the Armour Grain Co. and for many years has looked after the export trade; vice-presidents, George E. Marcy, pres. of the Armour Grain Co., and Edward A. James, vice-pres. of the Armour Grain Co.; sec'y-treas., H. C. Pohlson.

The board of grain commissioners, consisting of Dr. R. Magill, chairman, J. P. Jones and W. D. Staples, in session Aug. 31, discussed the rules and regulations applicable to hospital elvtrs. There was considerable diversion of opinion among the interests represented. Hospital elvtrs. exist for the treatment of damaged grain, but their license does not give them authority to mix grain. On the other hand, there is nothing in the Canada Grain Act, that would prohibit grain mixing by them. With regard to the storing of grain and issuance of tickets therefor "subject grade and dockage" in country elvtrs., the chairman stated that the board was not in a position to prohibit the use of the ticket unless the section of the act was amended to cover this. The board could not say more at present regarding the legality of the ticket. In any disagreements as to grades there must always be a reference to inspectors, whose grading must be the basis of all transactions.

## COLORADO

Ft. Morgan, Colo.—The Farmers Elvtr. Co. has completed the 16,000-bu. elvtr. for which it let contract to G. H. Birchard.

Briggsdale, Colo.—The Model Mlg. & Elvtr. Co. has installed a 1,000-bu. Richardson Automatic Type Registering Scale.

Gilcrest, Colo.—The Farr Produce Co., of Greeley, will build a bean cleaning station and elvtr. It will be 24x24 ft. and will cost \$5,000.

Burlington, Colo.—The Burlington Equity Exchange opened its new elvtr. for business about Sept. 1. W. H. Cramer had the contract.—John Meyers.

Arapaho, Col.—O. H. Ketcham, of this city, and R. E. Finnigan, who will resign Sept. 20 as mgr. of the Equity Exchange at Burlington, will build an elvtr. at this station.

Boulder, Colo.—Charles W. Dwyer was oiling a belt, which had worked loose, in the plant, owned by the Boulder Mlg. & Elvtr. Co., when his hand slipped and was carried by the belt into the narrow space of a quarter of an inch, that separated 2 pulley wheels operating in opposite directions at the rate of 220 revolutions per minute. All the skin was torn off, but no tendons or arteries were severed and no bones broken.

## IDAHO

Wilder, Ida.—The Caldwell Mlg. & Elvtr. Co., of Caldwell, has practically completed its new elvtr. here.

Caldwell, Ida.—The elvtr. machinery is now being installed in the plant erected last year by the Idaho Mlg. & Elvtr. Co., of which Dr. A. F. Isham is local mgr.

Burley, Ida.—The Burley Mill & Elvtr. Co. has started the erection of a 500-bbl. mill, contract for which was let to the Burrell Engineering & Construction Co.

Payette, Ida.—The 20,000-bu. elvtr., for which the Payette Mills let contract some time ago, was completed Sept. 1 and placed in operation by F. O. Yeats, mgr. Additional concrete grain tanks will be added as needed.

Pocatello, Ida.—We disposed of our holdings in the Pocatello Mlg. & Elvtr. Co. to I. S. Lambing on Aug. 1 and he is now conducting the business. We have opened an office here for the purpose of handling grain, hay, etc., in car load lots and are a branch of our Denver office.—F. C. Ayres Mercantile Co., per W. W. Woodward, mgr.

## ILLINOIS

Wedron, Ill.—The Neola Grain Co. is building an addition to the south elvtr.

Sunbeam sta. (Aledo p. o.), Ill.—The Farmers Elvtr. Co. has been organized.

Ivesdale, Ill.—The Ivesdale Grain Co. will install a Boss Air Blast Car Loader.

Woodland, Ill.—Cavitt Bros. will install a 2,000-bu. Richardson Grain Elvtr. Scale.

Saybrook, Ill.—M. F. Weakman has resigned as mgr. of the Farmers Grain & Coal Co.

Hindsboro, Ill.—John Crawford & Sons have sold their elvtr. to an elvtr. company of Chicago.

Cairo, Ill.—The Cairo Elvtr. & Mill Co. has taken over the business of the Miller & Pryor Co.

Rankin, Ill.—George Petri is making arrangements to rebuild his elvtr., which burned Aug. 4.

Peoria, Ill.—The capital stock of the S. C. Bartlett Co. has been reduced from \$200,000 to \$100,000.

Plainfield, Ill.—The Plainfield Grain Co. has purchased a lumber yard, which will be managed by Ed Arter.

Pearl City, Ill.—Farmers of Stephenson County have formed a co-operative society to build an elvtr. and store.

Thomasville, Ill.—I am out of the grain business now.—I. T. Hobson, formerly agt. Litchfield Mill & Elvtr. Co.

Havana, Ill.—Henry W. McFadden, 91 years of age, died Sept. 8. He had been in the grain business since 1849.

Toluca, Ill.—Harold Carmon has been employed as mgr. of the recently acquired elvtr. of the Toluca Elvtr. Co.

Sloan's Crossing, Ill.—Stevens & Freeman have completed their new elvtr. and placed Philip McGrath in charge.

Richview, Ill.—The new elvtr. of Elting & Baldrige burned Sept. 5, with a loss of \$5,000.—Frank Pawlowski, Radom.

Chillicothe, Ill.—The Guyer Grain Co., of Galesburg, has bot the elvtr. of W. W. Dewey & Sons, taking possession Sept. 10.

Alton, Ill.—Charles Johnson, a negro, has been bound to the grand jury on a charge of stealing wheat from a freight car.

Jacksonville, Ill.—E. T. Leonard, who has had charge of the office of Rumsey & Co., for the summer, has removed to Champaign.

Tonica, Ill.—A. W. Brown, mgr. of the Tonica Grain Co., disappeared recently. A temporary mgr. has been placed in charge of the elvtr.

Rantoul, Ill.—Plans are being made to build an elvtr. between this town and Ludlow and another between Rantoul and Thomasboro.

Decatur, Ill.—I have secured a position as traveling solicitor in Illinois for the Hoosier Grain Co., of Indianapolis, Ind.—Chas. Zinsmeister.

Streator, Ill.—Walters Bros., of Chicago, have taken over the grain brokerage office of J. C. Tobey and placed J. M. Skelly, of Aurora, in charge.

McLean, Ill.—Darnall & Spence have practically completed their new elvtr. and plan the construction of a large corn crib in the near future.

Champaign, Ill.—The Cleveland Grain Co. has been ordered to remedy the dust at its elvtr. as many of the residents in the vicinity have made complaint.

Caledonia, Ill.—Ralston Bros. have completed the 30,000-bu. elvtr. for which they let contract to the Younglove Construction Co. This house replaces the one burned Apr. 18.

Laura, Ill.—The Davis Grain Co. has completed the 30,000-bu. iron clad cribbed annex to its elvtr., for which it let contract to the Burrell Engineering & Construction Co.

Tolono, Ill.—William Murray, of Champaign, is wrecking his recently acquired elvtr. and will replace it with an up-to-date structure, to be completed to receive the 1916 corn crop.

Ford's Crossing (no p. o.), Ill.—The new 30,000-bu. elvtr. on the K. U. T., erected by the Farmers Elvtr. Co., was completed Aug. 21 and is now receiving grain. Electric power is being used.

Long Branch (Kilbourne p. o.), Ill.—C. W. Savage & Son, grain dealers of Virginia, have bot the elvtr. and warehouse here. Clemens Neiderer, of Havana, has been employed to take charge.

Curran, Ill.—We have purchased the equipment of W. R. Turnbull at this station. The Central Illinois Grain Co. is building a new house for handling grain.—C. R. Taylor, mgr. Farmers Elvtr. Co.

Mendota, Ill.—We have built a 2-story 18x21x33 ft. brick veneer office, with a 7 ft. basement, up-to-date in every respect. It is finished in yellow pine with hard maple floors. We have 3 rooms on the first floor and one on the 2nd floor. The building, with furniture, cost about \$3,000.—J. D. Barth, mgr. Farmers Elvtr. & Supply Co.

Colfax, Ill.—The name of the Colfax Co-operative Co. has been changed to the Colfax Grain Co. and the capital stock has been increased from \$10,000 to \$50,000. C. T. Brewer is pres. and J. R. Wasson, sec'y, of the company.

Glasford, Ill.—Alex Lightbody, of A. Lightbody & Son, grain dealers, was putting some belt dressing on a belt Aug. 16, when he was caught and drawn around the shaft, crushing his left side and fracturing several ribs.

Kruger sta. (Lincoln p. o.), Ill.—Our elvtr., nov. under construction, will be completed about Nov. 1. It has a capacity of about 25,000 bus. Frank Myers is pres. and Albert Ahrens is sec'y-treas. of our company.—Farmers Elvtr. Co.

Mt. Carmel, Ill.—When our plant burned Aug. 8, after being struck by lightning, we had on hand from 17,000 to 20,000 bus. of wheat, 1,000 bus. of corn, 1,200 bus. of oats, 300 bbls. of flour and a large amount of feed.—J. G. Schucker & Co.

Leroy, Ill.—W. A. Walters, of this city, and his brother, Arthur, of Wyoming, Ill., have bot the elvtr. of the Zorn Grain Co. They will have control of the grain business here, as W. A. Walters bot the other elvtr. at this station 2 years ago.

Caton Farm (Plainfield p. o.), Ill.—William Hauptfuehrer has been transferred from the elvtr. of the Plainfield Elvtr. Co. at Plainfield to the company's elvtr. here. Steve Steigle, of Plainfield, has also entered the employ of the company here.

Wyandot, Ill.—We purchased the other elvtr. at this place, on Sept. 1, from Heaton & Hamick and now own both elvtrs. We will increase our capital stock and handle live stock and feeds. W. R. Teece will continue as mgr.—Wyandot Grain Co.

Sullivan, Ill.—E. W. Davis has let contract for a 50,000-bu. reinforced concrete elvtr., to George W. Quick & Sons, to replace his elvtr., which burned Aug. 17. Excavation for the new building was begun 4 days after the old elvtr. burned, and the house will be finished in 60 days.

Omaha, Ill.—French Bros., operating elvtrs. at Bellmont, Golden Gate and Ellery, have bot the elvtr. and mill, formerly owned by the Gale Bros. Grain Co., of Cincinnati, O. Bascom French will remain in charge at Bellmont, C. A. French will be mgr. at Golden Gate and Ellery, and Fred will take charge here.

Sharp's crossing (Thomasboro p. o.), Ill.—The new 35,000-bu. elvtr., for which the Farmers Elvtr. Co. let contract to the Decatur Construction Co., located on the K. U. T., has been completed and a gasoline engine installed for power. A. J. Boiers, of Collison, took charge on Sept. 1. The combined cost of this elvtr. and the one at Ford's crossing is \$25,000.

Leroy, Ill.—Charles Whitsell and A. C. Mason bot suit against W. A. Walters, for \$200 damages, for alleged breach of contract. They state that Mr. Walters agreed to buy a certain amount of oats from them and when the grain was delivered he refused to live up to his promise. The case was heard Sept. 5 and Whitsell and Mason were given judgment to the sum of \$189.35.

Springfield, Ill.—The shortage of railroad cars in Illinois, especially for the shipment of grain, has become so serious that the public utilities commission Sept. 9 called a conference for Sept. 20 between the commission and representatives of the Illinois Grain Dealers Ass'n, Illinois Farmers Ass'n, and the railroads, to determine some method of apportioning cars among the shippers.

## CHICAGO NOTES.

Logan & Bryan have opened an office on the ground floor of the Blackstone Hotel.

A membership in the Board of Trade sold Sept. 8 at \$5,650 net to buyer, which is a new high record.

Walter Zachocki, 29 years of age, was buried alive recently in an avalanche of sand at the new Northwestern Elvtr. in South Chicago.

The rate of interest for September has been fixed by the finance com'te of the Board of Trade at 5%.

Jackson Bros. & Co. have established a cash grain dept. in charge of James E. Cairns, recently in the cash grain and commission business, under the name of the Cairns Grain Co., which dissolved Aug. 22.

On account of the great demand for membership in the Board of Trade the directors have ordered an amendment to the rules posted for a ballot raising the initiation fee from \$10,000 to \$25,000. The transfer fee will be raised from \$100 to \$250 if the amendment is carried.

N. Lederer has taken as a partner, John W. Dickson, who for a number of years was with the Adolph Kempner Co. The new firm will be known as Lederer & Dickson and will make a specialty of supplying raw product for mixed feed manufacturers. Offices will be in the Postal Telegraf Bldg.

Thos. F. Ellis and John J. Mulville have applied for membership in the Board of Trade. John Dalton, Peoria, Ill., Warren E. Stacks, Milwaukee, Wis., John Wm. Herscher, Charleston, W. Va., Charles Edgar Gifford, J. S. Condon, Carlos W. Wheatley, W. J. Titley, Albion Paris Holbrook, Jr., Frank T. Caghey, Thos. J. Friel and Alonzo E. Bush have been admitted to membership and the memberships of Jesse H. Ridge, George S. Essex, Adolph G. Vieser, George D. Richards, Glenn W. Prillaman and Jos. R. Patton have been posted for transfer.

## INDIANA

Goodland, Ind.—The Goodland Grain Co. will paint its elvtr.

Valparaiso, Ind.—David B. Pierce, aged 71 years, a grain dealer here, died Aug. 27 at Boone Grove.

Ade sta. (Brook p. o.), Ind.—The new 40,000-bu. elvtr. of the Ade Grain Co. has been completed and is receiving grain.

Laotto, Ind.—Edward Kinney, of Avilla, has succeeded John Knisely, who resigned as mgr. of the elvtr. of G. Keller & Co.

Wolcott, Ind.—Rich Bros. have installed new Fairbanks Automatic Scales, with a registering beam, on a new cement foundation.

Colfax, Ind.—The Colfax Grain Co. incorporated; capital stock, \$20,000; incorporators, J. Park Holloway, Noah J. Bailey and others.

West Lebanon, Ind.—Thieves recently entered the office at the elvtr. of Hans Stolley, blew open the safe, and disappeared with \$500.

Philadelphia sta. (Greenfield p. o.), Ind.—George Dunn, of Mt. Comfort, has erected an elvtr. at this point and it is now in operation.

Frankfort, Ind.—The Frank Kelley Grain Co. has changed its name to the Washburn Grain Co., and has moved its headquarters to Remington.

Covington, Ind.—The new elvtr. of the Covington Grain Co. will be completed to receive the new corn crop. This replaces the house burned May 31.

Montmorenci, Ind.—The 40,000-bu. elvtr., for which the Farmers Elvtr. Co. recently let contract to the Reliance Construction Co., is rapidly nearing completion.

Bargersville, Ind.—Martin Cutsinger, of Edinburg, has secured option on land, on the Illinois Central right-of-way, for the purpose of building a 50,000-bu. elvtr.

Jamestown, Ind.—The Stafford Grain Co., formerly of Hope, has changed its headquarters to this place and has increased its capital stock from \$15,000 to \$30,000.

Milton, Ind.—Albert Anderson, associated with T. J. Connell in the grain elvtr. business, has taken over Mr. Connell's interests and the new firm is the Anderson & Sons Grain Elvtr. Co. The firm owns elvtrs. at this station, Bentonville and Beeson sta. (Milton p. o.).

Goshen, Ind.—Thieves entered the office of C. J. Castetter, grain dealer, and robbed the safe of \$100 in cash and \$300 in checks. The checks were later found on the railroad track.

Wilkinson, Ind.—Arlis Thomas, formerly in the grain business at Shirley, and Richard Kinder, of Willow Branch, have bot and taken possession of the elvtr. of T. B. Wilkinson & Co.

Skelton sta. (Mt. Carmel, Ill., p. o.), Ind.—Schultz & Bump, of Keensburg, Ill., will remodel and repair their elvtr. at this place. The Burrell Engineering & Construction Co. has the contract.

Lafayette, Ind.—Grant Durr, aged 53 years, an engineer at the Born Elvtr., had his back broken Aug. 24 when caught between a wagon and the end of the wagon dump. He is in a critical condition.

Frankfort, Ind.—Abel W. Grove, prop. of elvtrs. at Moran, Radnor, Ockley, Colfax and Clark's Hill, died Sept. 3. He was 64 years of age and had been ill in bed for the past year. Practically all of his life had been spent in the grain business.

Attica, Ind.—Jones Bros. incorporated; capital stock, \$20,000; incorporators, Isaac A., Hiram and Leslie Jones. The firm now controls the elvtr. in this city, with Isaac Jones in charge, the elvtr. at Rob Roy, with Glenn Jones in charge, and the one at Stone Bluff, with Hiram Jones and son, Leslie, in charge.

Amo, Ind.—The Amo Mill & Elvtr. Co., of which H. E. Kinney, of Indianapolis, is pres., operating elvtrs. and mill property at several stations near Indianapolis, is arranging to increase its capital stock to \$50,000, having taken over the elvtr. of the Bargersville Elvtr. Co. at Bargersville, which it will immediately improve and enlarge, together with other improvements and the building of one or two other plants that it now contemplates.—H. E. Kinney Grain Co.

Seymour, Ind.—A car of wheat billed to the Blish Mfg. Co. here was rebilled to the Ballard & Ballard Co., Louisville, Ky., by a dishonest railway clerk, who, after making the false billing reported sick to the local office, took the train to Louisville and tried to collect for the wheat from the Ballard & Ballard Co., as the shipper. A delay in weighing at Louisville prevented prompt payment on presentation of the B/L. In the meantime the Blish Mfg. Co. urged delivery, and the re-billing of the car was discovered by the railroad. The Blish Mfg. Co. had been informed by the dishonest railroad clerk that the car was detained at a way station by a broken drawbar. When the false billing was discovered the Ballard & Ballard Co. was wired the facts, and officers were awaiting the clerk's return to make arrest, but he feared the delay, and has disappeared.

## INDIANAPOLIS LETTER.

Our firm will either go out of business or reorganize.—Central Grain & Seed Co.

Our new elvtr. has been piced in operation and we now have a handling capacity of some 8,000 bus. We have ample drying and cleaning facilities and are satisfied that we can meet the necessity that has been long felt in this market. This elvtr. will be known as the Big Four Terminal Elvtr. and arrangements have been made whereby it will be operated for the benefit of the H. E. Kinney Grain Co. and the Urmston Grain Co., of this city. Storage additions will be made shortly and be increased as the business seems to require.—H. E. Kinney.

## IOWA

Lorimer, Ia.—An elvtr. will be erected on the Great Western.

Rake, Ia.—The East Elvtr. has been treated to a coat of paint.

Riverton, Ia.—Will Sherman is building an addition to his grain office.

Audubon, Ia.—Fred Pingrey is the new mgr. of the Farmers Elvtr. Co.

Hanlontown, Ia.—Olaf Johnson is the new agt. of the Western Elvtr. Co.



Eddyville, Ia.—Lamis & Hoose will install a Boss Air Blast Car Loader.

Storm Lake, Ia.—C. W. Lewis is in charge of the elvtr. of Geo. A. French.

Manning, Ia.—P. A. Martens, grain dealer, has moved his office to a new location.

Blencoe, Ia.—The Farmers Elvtr. Co., it is said, will build 2 large storage tanks to handle corn.

Defiance, Ia.—The elvtr. of F. H. Hancock is open for business, with W. R. Tilton in charge.

Audubon, Ia.—Dwight Wickham will assist Dave Hart in the elvtr., owned by the Updike Grain Co.

Missouri Valley, Ia.—H. H. Finney, of York, will act as agt. of the Updike Grain Co. at this point.

Welton, Ia.—Mike Hughes has installed a new elvtr. dump and registering beam scales at his elvtr.

Eldon, Ia.—H. C. Vass has been placed in charge of the new 20,000-bu. elvtr. of O. A. Talbott & Co.

Missouri Valley, Ia.—I have succeeded E. F. James in the grain business at this place.—L. G. Vincent.

Pocahontas, Ia.—I expect to build an elvtr. as soon as I secure a site from the railroad.—P. L. Rivard.

Carroll, Ia.—L. D. Chambers has succeeded G. W. Toyne as mgr. of the Farmers Grain & Lumber Co.

Ackley, Ia.—The Farmers Elvtr. Co. is building an 18x32 ft. brick addition to its elvtr., at a cost of \$1,000.

Lawler, Ia.—The Farmers Equity Co. has bot the elvtr. and store room of the Lawler L. S. & Grain Co.

Cedar Rapids, Ia.—The Quaker Oats Co. will have the new addition to its plant ready for operation Oct. 1.

Dyersville, Ia.—Vorwald Bros. have bot the elvtr. on the Great Western. John Vorwald will be in charge.

Libertyville, Ia.—A. H. Miller, who leased an elvtr. here until last spring, will build an elvtr. at this place.

Grinnell, Ia.—Harley Booknau has succeeded Wilbur E. Johnson, who resigned as mgr. of the Farmers Elvtr. Co.

Ortonville, Ia.—The Des Moines Elvtr. Co. is building a large annex to its elvtr. and also constructing a coal shed.

Hornick, Ia.—I am in charge of the elvtr., which the Holmquist Elvtr. Co. bot from Fred Haitz.—H. L. Schmutz.

Allendorf, Ia.—J. H. Kuntz & Son, props. of the West Elvtr., are building a coal shed for the purpose of handling coal.

Ladora, Ia.—S. K. Rosenberger has succeeded me as mgr. of the Ladora Lumber & Grain Co.—H. L. Schmutz, Hornick.

Sloan, Ia.—B. M. Stoddard will install an electric motor to replace the gasoline engine in his elvtr.—Earl H. McIntyre.

Ackley, Ia.—Mackenzie & Day, of Chicago, Ill., have opened a branch grain commission office in the Carstens Block.

West Bend, Ia.—The West Bend Elvtr. Co. has bot a 1,500-bu. Richardson Automatic Scale, with a type registering device.

Ralston, Ia.—Floyd Dreher has succeeded Lee Wood, who resigned as mgr. of the Farmers Elvtr. Co. to go to Coon Rapids.

Forest City, Ia.—T. C. Jacobson is sec'y and mgr. of the recently incorporated Farmers Elvtr. Co., which has purchased an elvtr.

Sherwood, Ia.—George Debe, of Livermore, has been placed in charge of the recently acquired elvtr. of the Sherwood Grain Co.

Dike, Ia.—Billman & Lines are installing an electric motor for power in their elvtr. and have installed electric lights in the plant.

Titonka, Ia.—John Sleeper, mgr. of the elvtr. of F. S. Livermore, is suffering from the effects of a fall Aug. 26, while he was working in the elvtr.

Soldier, Ia.—We are making a few small repairs, changing the buckets and repairing the roof where the lightning struck it.—Johnson & Steiger.

Redfield, Ia.—The elvtr. of the Des Moines Elvtr. Co. is being improved by the erection of a 20,000-bu. addition and new feed and coal houses.

Cedar Rapids, Ia.—A branch office has been opened in this city by Mackenzie & Day, of Chicago, Ill. Minthorne M. Day is temporarily in charge.

Latimer, Ia.—J. L. Johnson, mgr. of the elvtr. of the J. & R. Grain Co., is storing grain at present and expects to ship it early in the winter.—X.

Council Bluffs, Ia.—The piles are being driven for the 1,000,000-bu. elvtr. of the Hynes Elvtr. Co., of Omaha, Neb. The Stephens Engineering Co. has the contract.

Lake Mills, Ia.—W. R. Fleming, who recently rented the elvtr. of Rasmussen & Bratrud, on the C. & N. W., has secured Tosten Thompson to assist him in buying.

Farrugut, Ia.—H. G. Loonan will build a 15,000-bu. elvtr. on the site of his old elvtr., which has been in use 20 years. Clarence Miller is now in Mr. Loonan's employ.

Oakland, Ia.—Fred Nash has purchased an interest in the Oakland Grain & Coal Co., formerly owned by the late Elvin F. Wentz, and he will act as mgr. of the grain office.

Hartwick, Ia.—The elvtr. of the King-Wilder Grain Co. has been put in first-class condition. A seed house is now being erected and a cleaner will be installed. Feed will be handled in connection with the grain and seed business.

Cambridge, Ia.—H. D. Johnson is now in charge of the elvtr. of the Central Iowa Grain Co. and I am mgr. of the Farmers Grain Co., which has bot the elvtr. of Inglis Bros. Mr. Inglis has retired from the grain business and engaged in the live stock business.—M. M. Mason.

Carroll, Ia.—F. H. Culbertson, prop. of the East End Elvtr., paid Henry Boell the largest amount of money ever paid a Carroll County farmer for the delivery of grain. Boell delivered 10,657 bus. of corn, the accumulation of 4 years' crop, for which he received approximately \$8,000.

Osceola, Ia.—The partnership existing between W. B. Curnes and J. W. Eddy, under the name of Curnes, Eddy & Co., has been dissolved by mutual consent. Mr. Curnes will continue the grain and fuel business, which the company has conducted for 6 years, and will be assisted by his son.

Ellsworth, Ia.—The new elvtr., for which the Reynolds & Rude Grain Co. let contract to the Newell Construction Co., is now under construction. It will have a capacity of 60,000 bus., with a portion of the old elvtr., which will be left standing. The new building will be erected over the old one and the machinery will then be shifted from one to the other.



Bill your next Car of Grain  
to  
**HENSEY & OWEN**  
GRAIN COMMISSION  
MILWAUKEE

Des Moines, Ia.—I. Lazurus, grain broker, has been arrested and placed under bonds of \$1,000, charged with obtaining money under false pretenses. A few days ago he purchased a quantity of corn of O. A. Newman, of near Slater. It was of poor quality and the owner sold it very cheap. He gave his personal check for \$242.50 in payment. The corn was shipped and the check cashed but soon came back, Lazurus having stopped payment. He has been brot back to Slater and is awaiting trial.

#### SIOUX CITY LETTER.

Leo Cusick, of Minneapolis, is now with the McCaull-Dinsmore Co. here.

The Updike Grain Co., of Omaha, Neb., has established a branch office with Mr. Comstock as mgr.

The Donahue, Stratton Co., of Milwaukee, Wis., has opened a cash grain office, with Hon. C. J. Furst in charge.

The Larson Grain Co. is no longer in the grain business here and I am now mgr. for C. W. Derr at Dimock, S. D.—Paul Larson.

The Terminal Elvtr. Co. desires some one to take a lease on the property, which has been rented by the Mystic Mlg. Co., and erect an elvtr.

#### KANSAS

Alamota, Kan.—The Farmers Elvtr. Co. has been organized.

Denton, Kan.—Ezra Denton has bot the elvtr. of Joseph Pauley.

White City, Kan.—The White City Grain Co. is building a coal bin.

Ellis, Kan.—The Wheatland Elvtr. Co. is building an addition to its elvtr.

Durham, Kan.—H. G. Rice has practically completed his 25,000-bu. elvtr.

Athol, Kan.—R. J. Hagadorn is mgr. of the new elvtr. of the Farmers Union.

Clyde, Kan.—J. O. Strain is the new mgr. of the Farmers Union Elvtr. Co.

Osborne, Kan.—J. A. Graham, of Irving, will manage an elvtr. at this station.

Topeka, Kan.—J. F. Baldwin is the new mgr. of our company.—Shawnee Mlg. Co.

Marietta, Kan.—The Marietta Stock & Grain Co. will install a Boss Car Loader.

Stockton, Kan.—The Morrison Grain Co. will install a Boss Air Blast Car Loader.

Manchester, Kan.—The Manchester Mill & Elvtr. Co. has been declared bankrupt.

Charlet, Kan.—An elvtr. has been erected by the Kansas Grain Co., of Hutchinson.

Florence, Kan.—The Florence Grain & Coal Co. has bot the elvtr. of Geo. C. Carle.

St. John, Kan.—Geo. R. Cooper resigned Sept. 1 as mgr. of the Farmers Grain & Coal Co.

Atlanta, Kan.—The Farmers Elvtr. Co. has been organized to deal in grain, flour and coal.

Miltonvale, Kan.—J. W. Fury has bot the interest of Jos. Neill in the Miltonvale Grain Co.

Utica, Kan.—J. E. Peters is now grain buyer for the Stevens-Scott Grain Co. at this station.

Abilene, Kan.—We handle grain only in a small way but deal extensively in hay.—Lloyd Parks.

Inman, Kan.—The report that an elvtr. was under construction for the Ball Mfg. Co. is incorrect.

Bellaire, Kan.—The elvtr. of the Wright Grain Co. was closed recently for repairs to the machinery.

Hutchinson, Kan.—J. H. Poorbaugh will build a 10,000-bu. elvtr., on the Mo. Pac., south of this city.

Gaylord, Kan.—Fred Hendricks has been employed as ass't mgr. of the new elvtr. of the Farmers Union.

Agra, Kan.—The Agra Grain Shipping & Mercantile Co. has installed an 8-h. p. Dempster Oil Engine.

Kanona, Kan.—Work on the elvtr., under construction for the Farmers Elvtr. Co., is now well under way.

Hayne, Kan.—The Hugoton Elvtr. & Warehouse Co., of Hutchinson, has bot the elvtr. of W. C. Woods.

Lawrence, Kan.—J. P. Chess, ass't state grain inspector, is a candidate for Congress, in the 2nd District.

Irving, Kan.—J. C. Shepard will be mgr. of the newly acquired elvtr. of the Farmers Elvtr. & L. S. Co.

Severance, Kan.—Mr. Martin, of Kansas City, Mo., has bot the elvtr. of the John H. Lynds Mill & Elvtr. Co.

Tampa, Kan.—The elvtr., under construction for the Farmers Grain & Supply Co., is practically completed.

Gretna, Kan.—The Gretna Grain Shipping & Mercantile Ass'n has installed a 10-h. p. Dempster Oil Engine.

Burrton, Kan.—The Ball Mfg. Co., of Hutchinson, has built a 15,000-bu. elvtr. here and will now build an elvtr. at Protection.

Gem, Kan.—We remodeled our elvtr. this year and increased the capacity about 10,000 bus.—P. S. Houston Grain Co.

Moundridge, Kan.—I have built an elvtr. on my farm for storing my own grain only. It is not on a railroad.—Joe C. Goering.

Ash Grove sta. (no p. o.), Kan.—The Farmers Elvtr. Co., of Sylvan Grove, has established a branch elvtr. at this point.

Pottersburg sta. (Vesper p. o.), Kan.—Work will start soon on the erection of an elvtr. for the Farmers Union Elvtr. Co.

Inman, Kan.—We have completed a new motor house and expect to install an electric motor to drive the elvtrs. and mill.—Era Mlg. Co.

Kingsdown, Kan.—The C. D. Jennings Grain Co. is building an addition to its elvtr., which will double the capacity.—F. S. Rickner, mgr.

Williams, Kan.—The Kansas Grain Co. completed its new elvtr. at this station, which is on the Anthony & Northern, 10 miles east of Kinsley.

Ness City, Kan.—Farmers are organizing to build an elvtr. The Ball Mfg. Co., of Kansas City, Mo., contemplates the erection of an elvtr. here.

Uniontown, Kan.—The elvtr. under construction for Harry Griffith, on the Mo. Pac., has a capacity of 10,000 bus. and will be ready about Sept. 10.—X.

Burlington, Kan.—The Coffey County Farmers Elvtr. Co. has bot the elvtr. and mill, which Moses Bros. have been operating as the Excelsior Mills.

Junction City, Kan.—The Geary County Farmers Co-operative Exchange has been incorporated to build an elvtr. and do a general merchandise business.

Atchison, Kan.—The J. B. McClure Grain Co., of Hutchinson, has established a branch office here and taken a membership in the Atchison Board of Trade.

Antelope, Kan.—Fire destroyed the elvtr. of the Stevens-Scott Grain Co. on Aug. 27. The loss was covered with \$2,500 insurance on the elvtr. and \$4,500 on the contents.

Lawrence, Kan.—Walter Pickens, 19 years of age, was badly crushed, when caught in a cement hoist, at the elvtr. under construction for the Bowersock Mill & Power Co.

Hilton sta. (McPherson p. o.), Kan.—E. Olson is local mgr. of the Lindsborg Mill & Elvtr. Co. and Albin Selburg is now agt. for Colburn Bros., operating an elvtr. here.—C.

Almena, Kan.—The Farmers Union Ass'n will install a 1,000-bu. Richardson Automatic Type Registering Scale in its elvtr., for which it let contract to the White Star Co.

Canton, Kan.—I will operate my recently acquired elvtr. on my own account but will probably remain as mgr. of the Farmers Elvtr. Co. until a new mgr. is secured.—I. G. Wilson.

Lost Springs, Kan.—Fire destroyed the old elvtr. and mill here, owned by business men of New Mexico. The plant had been closed for several years. Loss, \$30,000.

Larned, Kan.—The Grant Mill has been converted into an elvtr. and is now doing business under the name of the Larned Mill & Elvtr. Co. John Stephens is prop. and U. G. O'Neal, mgr.—X.

Haddam, Kan.—Officers of the Farmers Union Elvtr. & Supply Co., incorporated here for \$10,000, are F. H. Bobbitt, pres.; J. H. Hoffman, vice-pres.; R. E. Fenton, sec'y; C. E. Totten, treas.; C. P. Lowe, mgr.

St. Francis, Kan.—The Central Granaries Co. is repairing and enlarging its elvtr., increasing the capacity about 2,500 bus. and installing up-to-date machinery, including a Richardson Automatic Scale. H. B. Bear, agt.

Hays, Kan.—Wm. Roenfeldt, mgr. of the elvtr. of the Shellabarger Mill & Elvtr. Co., was bereaved recently by the death of his wife. Their son, J. H. Roenfeldt, is supt. of the elvtr. of the Norris Elvtr. Co. at Kansas City, Mo.

Gibson sta. (no p. o.), Kan.—The Southwest Grain Co., of Stafford, has bot the elvtr. of Henry Sater, at this station, which is on the Anthony & Northern R. R., in Edwards County. The company now owns both elvtrs. here.

Highland, Kan.—The Highland Grain Co., incorporated; capital stock, \$15,000; incorporators, H. Vanderslice, Kansas City, Mo.; John H. Lynds, White Cloud, and E. C. Birchfield, of this city. The company will operate its recently acquired elvtrs.

Liberal, Kan.—The Bolin-Hall Grain Co., the Light Grain Co., and W. H. Vickers are building large additions to their elvtrs. The Liberal Elvtr. Co. has added a 2nd storage room and the Equity Exchange Ass'n has erected commodious storage space.

Atchison, Kan.—E. R. McDonald, who recently bot the property of the Cain Mlg. Co., is putting it in first-class condition for operation. The old elvtr., which was partly burned, will be repaired and additional grain bins erected. A flour warehouse is now being built.

Malloy sta. (no p. o.), Kan.—The 12,000-bu. elvtr. at this station, south of Belpre, for which the Southwest Grain Co. let contract to the White Star Co., is now filled with grain, which can not be shipped until the Anthony & Northern is built to it, a distance of about a mile.

Liberal, Kan.—The Hugoton Elvtr. & Warehouse Co., of Hutchinson, has bot the elvtr. of W. C. Woods and placed in charge A. C. Woodruff, formerly in the grain business at Forgan. Additional storage space has recently been erected. The elvtr. at Hayne was also taken over.

Muscotah, Kan.—Our elvtr., which burned Aug. 14 after being struck by lightning, was valued at \$8,000 and the contents at \$8,400. Insurance collected on the building, \$3,700; on the contents, \$7,000; grain salvage, \$600. We have made no plans for a new building this fall.—Calvert & Beven.

The following have applied for membership in the Kansas Grain Dealers Ass'n: Farmers Business Ass'n, Norcatur; Marietta Stock & Grain Co., Marietta; Sanford Grain & Stock Co., Sanford; White Cloud Grain Co., White Cloud; Kanovalski Bros., Belleville; Arlington Elvtr. Co., Arlington; Farmers Union Ass'n, Logan; Farmers Grain & Elvtr., Kiowa; Canton Mlg. Co., Canton; Farmers Grain & Supply Co., Galva; Farmers Union Elvtr. Co., Lindsborg; Florence Grain & Coal Co., Florence; Farmers Grain & Supply Co., Canton; Mutual Grain Co., Hutchinson; Farmers Union Ass'n, Clifton; Farmers Union, Otego; I. N. Chilcott, Mankato; Belleville Mill & Elvtr. Co., Belleville; Clyde Co-operative Co., Clyde; Agenda Mill Co., Agenda; E. C. Wolfe, Kensington; Farmers Elvtr. Co., Rossville; H.-Q. Hay & Grain Co., Wichita; Kenesaw Mill

& Elvtr. Co., Kenesaw, Neb.; Naponee Equity Exchange, Naponee, Neb., and J. W. Anderson Grain Co., Holdrege, Neb.—E. J. Smiley, sec'y.

If 100 or more will make the trip to Baltimore, to attend the 20th annual meeting of the National Grain Dealers Ass'n, we can secure a special train of 4 Pullman coaches and diner. We would leave Kansas City, the evening of Sept. 19, via the Rock Island, reaching St. Louis the morning of the 20th; leave St. Louis same morning for Cincinnati via Indianapolis, reaching Cincinnati same evening; leave Cincinnati same night via C. & O., reaching Richmond, Va., at noon on the 21st, and Washington, the morning of the 22nd. This would give us Friday, Saturday and Sunday in Washington. We would then leave Washington Sunday night, reaching Baltimore about 10 o'clock, where we would remain 3 days; leave Baltimore for New York Thursday morning, the 28th, reaching there the afternoon of the same day, remaining there Friday and Saturday, taking boat on the Hudson River Sunday morning; reach Albany Sunday evening where we would take train for Buffalo; reach Buffalo Monday morning. Monday would be spent in visiting Niagara Falls and other points of interest there. We would then leave Buffalo Monday night for Detroit, Mich., by boat on Lake Erie, reaching Detroit Tuesday morning, spending the day in Detroit, reaching Chicago Wednesday morning. We would spend Wednesday in Chicago, leaving there that evening, reaching Kansas City Thursday morning. Railroad fare, including the boat trip up the Hudson and across Lake Erie from Buffalo to Detroit will be only \$51.95 from Kansas City and return. Lower berth rate Kansas City to St. Louis \$2.00; St. Louis to New York \$5.00, and lower berth rate for round trip is only \$14.00. Total cost of railroad fare and sleeper only \$65.95. Can you afford to miss this trip? We must know by Sept. 15, and of course, would like to know as soon as possible.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

## WICHITA LETTER.

Jacob Johnson, a miller for the Wichita Flour Mills Co., fractured his leg while trying to remove a belt from a revolving pulley.

Claude C. Whiteley is pres. and C. C. Shaft, sec'y, of the recently incorporated H.-Q. Hay & Grain Co., which handles grain, hay, millfeeds, alfalfa meal, molasses feeds, linseed oil meal and cotton seed products.

We will succeed the Hacker Grain Co., of this city, and the company will dissolve and discontinue business. S. B. McClarren, of our company, has effected its reorganization with E. M. Flickinger in charge as mgr. of the cash grain and feed dept.—Anchor Grain Co.

## KENTUCKY

Owensboro, Ky.—The Rapier Grain & Seed Co. will erect an elvtr. and seed warehouse, at a cost of about \$10,000, to replace the building burned Apr. 30.

## LOUISIANA

Lake Charles, La.—The Lake Charles Grain Co. installed an up-to-date corn sheller and placed it in operation about Sept. 1.

New Orleans, La.—It has been decided to appoint a com'te of representatives from the various New Orleans terminal lines to meet members of the Dock Board and confer with them on the arrangements for handling grain at the public grain elvtr., and the exact form of the B/L to be used.

## MARYLAND

Baltimore, Md.—The Maryland Elevating Co. has filed a petition of dissolution, effective Oct. 5. This will be granted unless persons interested shall show cause why the dissolution should not be permitted. The company was organized and



incorporated for the purpose of freighting, warehousing and berthing of ships, but the capital stock had not been issued.

Baltimore, Md.—Benson Blake, of B. Blake & Co., a member of the Chamber of Commerce, died recently. Pres. Legg appointed a com'te to attend the funeral.

Baltimore, Md.—Arthur Blackburn has been admitted to membership in the Chamber of Commerce and the membership of Edward M. Fallon has been transferred.—James B. Hessong, sec'y.

Baltimore, Md.—The railroads entering this city have decided to make no charge hereafter for switching or transferring shipments from one road to another locally. This was granted largely thru the effort of Traffic Mgr. Sheridan, of the Chamber of Commerce.

Baltimore, Md.—E. O. Boyd, sec'y of Hammond, Snyder & Co., Inc., withdrew from the firm Aug. 31 and engaged in the grain exporting and forwarding business on his own account, under the name of E. O. Boyd & Co., with offices in the Chamber of Commerce Bldg.

Baltimore, Md.—E. Steen & Bro. and Otto Stude & Co., grain dealers, have leased a site and will erect a temporary warehouse in which to store some of the nearby or bay grain, that has been delayed in getting into the elvtrs. on account of the rush of car grain to the seaboard.

Baltimore, Md.—The embargo on grain, which is being complained of by shippers, to this city, is being relieved by Mayor Preston. He has made provision for 100,000 bus. in sailboats thru the Baltimore & Ohio. He suggests that further provision could be made by the erection of a temporary structure at Broadway Pier or at Covington.

## MICHIGAN

Alma, Mich.—Nelson S. Smith will engage in the grain and hay business.

Concord, Mich.—A. K. Tucker has purchased a Richardson Automatic Scale.

Luther, Mich.—The Lake Produce Co. will erect an elvtr. here.—Frank A. Smith.

Greenville, Mich.—C. H. Gibson & Co. are installing new equipment thruout their elvtr.

Gardendale, Mich.—The cement walls, for the addition to the elvtr., are now finished.

Pine River, Mich.—The Pine River Elvtr. Co. has incorporated with a capital stock of \$5,000.

Galesburg, Mich.—Zinn & Austin, props. of an elvtr., have purchased a coal and lumber yard.

Greenville, Mich.—Earle B. Slawson has practically completed a 12,500-bu. elvtr. for grain and beans.

Bad Axe, Mich.—H. B. Arndt, of Minnesota, has accepted a position with the Bad Axe Grain Co.

Kinde, Mich.—The Farmers Grain Co. has purchased a high power oil and gas engine for the elvtr.

Beaverton, Mich.—The Beaverton Co-operative Co. has bot a site for an elvtr. and will build next year.

Anderson, Mich.—We are rebuilding our bean handling and storage plant.—Stockbridge Elvtr. Co., Jackson.

Remus, Mich.—Wm. Crouse owns an elvtr. here, which is inactive at present.—Chas. B. Ervin, of D. Mansfield & Co.

North Adams, Mich.—We are considering building a new elvtr. or remodeling our present house.—F. I. Williams & Son.

Belleville, Mich.—The recently incorporated Belleville Mlg. Co. will commence work at once on an addition to its elvtr.

Eckford, Mich.—Frank Nowlin has installed a larger cleaner and spouts and has remodeled the elvtr. thruout. He now contemplates doubling the storage capacity by the erection of an annex.—F. J. Peters, agt.

Detroit, Mich.—Chatterton & Son, props. of an elvtr. at Mt. Pleasant, have been admitted to membership in the Board of Trade.

Perrinton, Mich.—We are rebuilding our bean handling and storage plant in time for the new crop.—Stockbridge Elvtr. Co., Jackson.

North Branch, Mich.—Harper Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Jos. L., Francis L., and Harry H. Harper.

Eaton Rapids, Mich.—N. A. Strong, prop. of the elvtrs. here and at Onadaga, died Sept. 2, following an operation for appendicitis.

Grand Rapids, Mich.—The 24th annual convention of the Michigan Bean Jobbers Ass'n will be held at the Pantlind Hotel on Sept. 13 and 14.

Hemlock, Mich.—Chas. Wolohan is pres., Wm. Pahl, vice-pres., and E. B. Hepker, sec'y, treas., and mgr., of our company.—Hemlock Elvtr. Co.

Ludington, Mich.—Henry W. Moering, of Milwaukee, Wis., on Sept. 1 succeeded E. C. Noll as supervisor of the loading of grain at the elvtr. here.

Grand Rapids, Mich.—The capital stock of the Valley City Mlg. Co., operating a 100,000-bu. elvtr. and mill, has been increased from \$300,000 to \$500,000.

Gaines, Mich.—We are putting our elvtr. on a new foundation. Before doing this we moved it 18 inches from the track to conform with the state law.—Judson Bros.

Otisville, Mich.—Alton E. Reese, mgr. of the elvtr. of J. P. Burroughs & Son at Rogersville, has succeeded Harry Hudson, who resigned as mgr. of the firm's elvtr. here.

East Leroy, Mich.—Charles W. Willis, for many years mgr. of the elvtr. formerly owned by White Bros., has gone to north-western Canada, to manage 2 elvtrs. near Moose Jaw, Sask.

Ypsilanti, Mich.—We have taken over the plant of the Ypsilanti Mlg. Co. and will convert it into an elvtr. and distributing plant. It will be a first class elvtr., with a capacity of 25,000 bus.—Amendt Mlg. Co., Monroe.

Eagle, Mich.—Fire was discovered Aug. 23 in the engine and feed rooms of the elvtr. of F. A. Balderson & Co. It is thot to have started at the muffler on the gasoline engine. The damage is about \$500 and is covered by insurance.

Dighton, Mich.—We have just completed an elvtr., of about 15,000 bus. capacity, with beanyer and store house connected. W. J. Shanks is pres., Ray Kent, vice-pres., and J. H. Smith, sec'y-treas., of our company.—Dighton Grain Co.

Midland, Mich.—The recently incorporated Fahrner Elvtr. Co., which took over the elvtr. of the Reardon Elvtr. Co., is building a 32x85 ft. addition, to be used as a warehouse. The elvtr. is being overhauled and put in first class condition.—J. H. Fahrner.

Edwardsburg, Mich.—C. O. Gifford, mgr. of the Carpenter Grain Co., suffered a fracture of one hip and a severely sprained back Aug. 27. He was endeavoring to shift the gears of the elvtr., which had stuck, and in doing so was pulling on an overhead lever, which broke and caused him to fall on the metal scales.

Perry, Mich.—The judgment of slightly over \$4,000 obtained by Hiram Starks, against the Grand Trunk Railway Co., as a result of the destruction of his elvtr. by fire July 6, 1913, has been garnished by Grant G. Hosmer, formerly foreman of the elvtr. Hosmer alleges in the suit started in the circuit court, that while he was employed at the elvtr., he was to receive \$15 per week and a commission on the business done at the elvtr. This arrangement was made slightly less than a year before the elvtr. burned. He claims that Starks failed to pay him his full due and that he has \$1,000 coming.

Eckford, Mich.—John Steininger was smothered to death Aug. 22 in the wheat bin at the Michigan Central Elvtr. The boy, with 2 others, was playing in the elvtr. without the knowledge of the mgr. The boys would go to the top of the elvtr. and drop down into the mass of grain. One of them ran and told the mgr. that John was being smothered and on investigation his body was found under 200 bus. of wheat.

## MINNESOTA

Silver Lake, Minn.—The Farmers Elvtr. Co. will build an elvtr. on the Luce Line.

Browerville, Minn.—Heid & Woell will build a 30x90 ft. cement block elvtr. for potatoes.

Harold sta. (Crookston p. o.), Minn.—I am now agt. for the Monarch Elvtr. Co.—E. W. Miller.

Sauk Center, Minn.—The Equity Elvtr. Ass'n has been formed and an elvtr. will be leased or built.

Delft sta. (Windom p. o.), Minn.—The elvtr. of the Skewis Grain Co. has been opened for operation.

O'Meara sta. (East Grand Forks p. o.), Minn.—Jos. Burns is now grain buyer for the Monarch Elvtr. Co.

Roseau, Minn.—We have painted and repaired our elvtr. this summer.—Paul Anderson, mgr. Farmers Elvtr. Co.

Magnolia, Minn.—The Farmers Elvtr. Co. will install an automatic type registering 1,500-bu. Richardson Scale.

Preston, Minn.—The Preston Produce Co. rented the elvtr. of the Farmers Elvtr. Co. and began buying grain Aug. 21.

Hallock, Minn.—T. E. Larson, of Hillsboro, has succeeded Samuel Scott as agt. of the St. Anthony & Dakota Elvtr. Co.

Mahnomen, Minn.—The elvtr., now being erected by Thompson, Vorachek & Sluke, to replace their old plant, is well under way.

Morris, Minn.—New machinery will be installed and improvements made in the Spooner Elvtr., recently purchased by N. J. Barnd.

Muskoda, Minn.—I have sold my elvtr. and coal sheds to Fred Gruhl, of Hawley, and he has already taken possession.—T. B. C. Evans.

Duluth, Minn.—N. G. Wisted has been admitted to membership in the Board of Trade, and the membership of A. H. Weinhardt has been withdrawn.

Danvers, Minn.—I have bot the elvtr. of Samuel Johnson & Co. and will buy grain here. Mr. Johnson died in July.—Sig. Andersen, formerly at Maple Plain.

St. Paul, Minn.—The Abbey Grain Co. is building a 50,000-bu. elvtr. and cleaning house, on the Soo right-of-way, and expects to have it finished this fall.

Dalton, Minn.—J. N. Jordahl has resigned as agt. of the Monarch Elvtr. Co. to take charge of an elvtr. at Hartland. Spencer Folkedal succeeds Mr. Jordahl as agt.

St. Paul, Minn.—The 500,000-bu. reinforced concrete terminal elvtr., under construction for the Equity Elvtr. Co., will be ready for use Oct. 1. It consists of 18 tanks and will cost \$190,000.

St. Paul, Minn.—I. S. Sellesth has brot suit against the Equity Exchange, to recover \$650 for a car of wheat, which he claims was stolen from his farm in December, 1915, and sold to the exchange.

Owatonna, Minn.—The L. G. Campbell Mlg. Co. lost its 500-bbl. flour mill, 200-bbl. rye and buckwheat mill, and 80,000-bu. elvtr., containing 15,000 bus. of grain, by fire Aug. 28. Estimated loss, \$80,000; insurance, \$69,500. The office building and power plant did not burn.

Moorhead, Minn.—The 25,000-bu. elvtr., on the farm of Henry Wiedmann, 7 miles southeast of this town, burned Aug. 21. It contained nearly 4,000 bus. of grain, part being from the 1915 wheat crop and the remainder seed wheat and oats. The building was insured and will be rebuilt at once.



Twin Valley, Minn.—The elvtr. of the Monarch Elvtr. Co., which burned Aug. 12, together with about 1,800 bus. of grain, will not be rebuilt. The total loss is placed at \$6,000, which is covered by insurance. Two tramps were seen in the vicinity of the elvtr. 2 hours before the fire and it is that that they are responsible.

## MINNEAPOLIS LETTER.

Elvtrs. "A" and "X" have withdrawn as "regular" houses.

Work has been started on a 100,000-bu. cribbed elvtr. and transfer house for the Banner Grain Co.

F. C. Metcalf, formerly with the Dalton & Gould Co., is now traveling representative for the D. R. Wagner Co.

Firm membership privileges in the Chamber of Commerce have been granted to the Bartlett Frazier Co., of Chicago, Ill.

Leo Barrett, formerly with Cassidy & Munson and the Dalton & Gould Co., is now traveling representative for the F. M. Davies Co.

Howard Mulholland, representative of the Minnesota Grain Commission at Green Bay, has entered the employ of a grain commission house here.

Thomas E. Murray, formerly cash wheat trader for the Van Dusen-Harrington Co., will act as wheat buyer at the Soo Line Elvtr., which the Bartlett Frazier Co., of Chicago, Ill., will place in operation about Sept. 15.

William B. Parsons, Thos. B. Murray and Harry B. Lake, of Lake & O'Leary, Great Falls, Mont., have been admitted to membership in the Chamber of Commerce. Stephen A. Dalton, W. L. Beaton and J. A. Todd, of the Kenkel-Todd Co., Duluth, have applied for membership. The following requests for transfer of membership have been posted: From C. F. Titterud to Fred L. Haines; Frank C. Tenney to Charles S. Hixon, and Clark Fagg to Albert R. Taylor. The following memberships have been transferred: From Fred H. Schmitt to Jourgen Olson; John D. Gruber to Arthur Midwood, and H. C. Fletcher to Alfred J. Wagner.

## MISSOURI

Corning, Mo.—The Farmers Grain Co. is building an elvtr.

Fairfax, Mo.—The J. L. Frederick Grain Co. has installed a 16-h. p. Dempster Oil Engine in its elvtr. here.

Freeman Park (Bayfield p. o.), Mo.—We have sold our elvtr. to Mr. Hamilton, a local farmer.—Helm Grain Co., St. Joseph.

Charleston, Mo.—The Brown-DeField Grain Co. has secured a site on the Iron Mountain R. R. and will erect a 50,000-bu. elvtr.

Hannibal, Mo.—John B. Shepherd, for many years with Carter, Shepherd & Co., props. of an elvtr. and mill here, died Aug. 17, aged 75 years.

Bell's Spur (no p. o.), Mo.—A movement to build a farmers' wheat shipping warehouse has been started, at this station, which is 4 miles east of Boonville, on the River Route. C. C. Bell has offered a site and the use of his shipping tract.

## KANSAS CITY LETTER.

We are discontinuing our office in this city.—Smith, Vincent & Co., St. Louis.

We are now located at 214 Board of Trade Bldg.—H. G. Stevenson, of Stevenson Grain Co.

Lawrence LacKamp, formerly grain buyer for the Cox-Henry Grain Co. at Rusk, is now with the Arnold Commission Co. here.

The business of the Benton Grain Co. will be continued by Herbert Benton, son of the pres., C. G. Benton, who died Aug. 19.

R. C. Kemper has been admitted to membership in the Board of Trade on transfer from R. C. House.—F. D. Bigelow, sec'y.

On Aug. 26 local elvtrs. carried a stock of 10,140,794 bus. of grain, comparing with the previous high mark of 9,786,944, established Dec. 10, 1914.

F. W. Lake, of the Hall-Baker Grain Co., bot the membership in the Board of Trade, held by C. W. Smith, of Smith, Vincent & Co., St. Louis, for \$8,000, which is \$250 higher than the last previous sale.

We have arranged for our Mr. A. E. W. Miller, formerly representative for B. C. Christopher & Co., and since Jan. 1 in charge of our office, to travel in his car, thru this territory, soliciting wheat consignments.—Wm. G. Dilts, Jr., & Co.

## ST. JOSEPH LETTER.

The local office of Rosenbaum Bros. has been temporarily closed.

Allen T. West, a railroad man of wide experience, has been secured by the Grain Exchange to act as ass't sec'y and traffic mgr. He began his new duties Sept. 1.

A 45,000-bu. concrete elvtr. is being built at the mill of the Grain Belt Mfg. Co., on the Union Terminal. It comprises 17 bins. The concrete work is being done by Frank Kaucher.

The Grain Exchange has signed a 15-year lease on a 40x50 ft. exchange hall to be built at once by the Corby Forsee Bldg. The new hall, which will have a 21-ft. arched ceiling, and seven new grain offices, will comprise the 14th floor of the present building, the new floor to be erected at an expenditure to the building owners of \$15,000 or more. The hall will be lighted on all four sides by 9 large windows and a row of telephones will be arranged under the blackboard along one wall. Western Union and Postal Telegraph counters will be placed in the lobby.

The McKee, Lindley, Dunn Grain Co. incorporated; capital stock, \$10,000; incorporators, Harvey Dunn, Emmett Lindley, J. C. McKee and J. D. McKee, the latter two having recently disposed of their elvtrs. at Westboro, Mo., and Blanchard, Ia. Offices will be opened at once in the Corby Forsee Bldg. The company has leased the C. G. W. Elvtr.; and Frank Kaucher is putting it in good working order, installing new dust collectors, trolley spouts on the scales and a number of electric motors for power. Machinery has not yet been purchased. About \$6,000 will be spent on improving the elvtr.

## ST. LOUIS LETTER.

Angus Clark is the new mgr. of the St. Louis Grain Clearing House.

Grant W. Kenney, of the Elmore Schultz Grain Co., has applied for membership in the Merchants Exchange on transfer from Edward D. Bargery.

W. D. Orthwein, pres. of the W. D. Orthwein Grain Co., was badly cut about the head, Sept. 2, when the southbound flyer on the Grand Rapids & Indiana Railroad, went over an embankment at Manacelona, Mich.

## MONTANA

Glendive, Mont.—The Eastern Montana Elvtr. Co. will build a flour mill.

Chinook, Mont.—The erection of an elvtr. and mill will be started at once.

Moccasin, Mont.—The Montana Elvtr. Co. has completed the 30,000-bu. elvtr.

Box Elder, Mont.—Work has been started on an elvtr. for the Equity Elvtr. Co.

Portage, Mont.—The Montana Elvtr. Co., of Lewistown, has erected a 30,000-bu. elvtr. here.

Enid, Mont.—The Equity Co-operative Ass'n is building a 30,000-bu. elvtr.—Geo. S. Walker.

Geraldine, Mont.—Mr. Marygold will be mgr. of the elvtr. of the Equity Co-operative Ass'n.

Hall, Mont.—I have removed to Collins.—P. C. Koosch, formerly agt. Montana Central Elvtr. Co.

Belt, Mont.—The Equity Co-operative Ass'n has installed a grain cleaner, run by electric power.

Mason sta. (Rock Creek p. o.), Mont.—The Farmers Elvtr. Co. has built an elvtr. at this station.

Waldheim, Mont.—W. J. Panks is mgr. of the elvtr. recently built by the Roundup Elvtr. Co., of Roundup.

Boyd, Mont.—The 40,000-bu. elvtr., under construction for the Occident Elvtr. Co., has been completed.

Montague, Mont.—The 30,000-bu. elvtr., under construction for the Montana Elvtr. Co., has been completed.

Waltham, Mont.—The Montana Elvtr. Co., of Lewistown, has completed its 30,000-bu. elvtr. at this point.

Moore, Mont.—I am now soliciting shipments in Montana for the Northern Commission Co.—S. S. Dotson.

Hardin, Mont.—Work is progressing on the elvtr., now being erected by the Denlo Mfg. Co., of Sheridan, Wyo.

Richey, Mont.—The Grain Growers Co-operative Ass'n is building a 40,000-bu. elvtr.—Geo. S. Walker, Enid.

Salem, Mont.—The 30,000-bu. elvtr., for which the Montana Elvtr. Co., of Lewistown, recently let contract, has been completed.

Ryegate, Mont.—The Columbia Elvtr. Co., of Minneapolis, Minn., has completed a 30,000-bu. elvtr. at this point.

Winnett, Mont.—The Western Lumber & Grain Co., of Lewistown, will erect a 30,000-bu. elvtr. in the near future.

Ulm, Mont.—The Equity Co-operative Ass'n is erecting a 40,000-bu. elvtr. The Thompson Co. has the contract.

Asheulot, Mont.—A 30,000-bu. elvtr. is being erected for the Montana Elvtr. Co., of Lewistown, by the Thompson Co.

Lavina, Mont.—A 30,000-bu. elvtr. is being erected at this place by the Columbia Elvtr. Co., of Minneapolis, Minn.

Stockett, Mont.—The Equity Co-operative Ass'n is building a 30,000-bu. elvtr. The Thompson Co. has the contract.

Agawan, Mont.—Contract for a 30,000-bu. elvtr. has been let by the Montana Elvtr. Co., of Lewistown, to the Thompson Co.

Shorey, Mont.—Contract for a 40,000-bu. elvtr. has been let by the Occident Elvtr. Co., of Minneapolis, Minn., to the Thompson Co.

Sloan, Mont.—Work has been completed on the 30,000-bu. elvtr., for which the Montana Elvtr. Co., of Lewistown, recently let contract.

Fairfield, Mont.—Work is progressing on the 30,000-bu. elvtr. for which the Montana Elvtr. Co. let contract to the Thompson Co.

Yegen, Mont.—The Occident Elvtr. Co., of Minneapolis, Minn., is building a 40,000-bu. elvtr., contract having been let to the Thompson Co.

Bynum, Mont.—The Farmers Equity Ass'n is building a 30,000-bu. elvtr. at a cost of about \$6,000. Contract was let to the Thompson Co.

Wolf Point, Mont.—I am at present employed by Clyde Patton, independent grain dealer here.—L. L. Jenkins, formerly at Beaver Crossing, Neb.

Pendroy, Mont.—The Montana Elvtr. Co., of Lewistown, is building a 30,000-bu. elvtr. at this point, contract for which has been let to the Thompson Co.

Benchland, Mont.—I was mgr. of the Farmers' Elvtr. Co. here last year and will continue this year. Report to the contrary is incorrect.—J. M. Halpenny.

Fairfield, Mont.—A 30,000-bu. elvtr. is being erected on the Milwaukee, for the Farmers Equity Ass'n by the Thompson Co., which has the contract.

Reed Point, Mont.—C. M. Hart has been retained as mgr. of the Farmers Elvtr. Co. at an increased salary.—Geo. L. Lore, with McCaull-Dinsmore Grain Co., Billings.

Hysham, Mont.—S. H. Hanson, of Grand Forks, N. D., succeeds W. S. Gardner as mgr. of the Farmers Elvtr. Co.—Geo. L. Lore, with McCaull-Dinsmore Grain Co., Billings.



Ethridge, Mont.—Geo. A. Norman has equipped his new 30,000-bu. elvtr. with a 1,250-bu. Richardson Automatic Scale and the building is now ready for operation.

Noble sta. (no p. o.), Mont.—An elvtr. has been erected at this station, which is on the river, south of Snowden. Application has been made for a post office.

Winifred, Mont.—Charles Minnier, who has been in charge of an elvtr. at Raynesford, is now mgr. of the new 40,000-bu. elvtr. of the Farmers Co-operative Ass'n.

Hathaway, Mont.—P. V. Koth will manage the new farmers' elvtr. under the name of the Hathaway Grain Co.—Geo. L. Lore, with McCaull-Dinsmore Grain Co., Billings.

Lodgegrass, Mont.—The 30,000-bu. elvtr., under construction for the Denio Mfg. Co., of Sheridan, Wyo., has been practically completed by the Thompson Co., which has the contract.

Zurich, Mont.—The Imperial Elvtr. Co. is building an elvtr. and the Milk River Elvtr. Co. is also erecting an elvtr. at this point.—E. O. Nelson, agt. St. Anthony & Dakota Elvtr. Co., Chinook.

Yantic sta. (Chinook p. o.), Mont.—H. Earl Clack is building an elvtr. and another is under construction for the Milk River Elvtr. Co.—E. O. Nelson, agt. St. Anthony & Dakota Elvtr. Co., Chinook.

Archer, Mont.—I am mgr. of the Archer Farmers Union and not the Progressive Farmers Club, of Plentywood, as recently reported. The Progressive Farmers Club will build an elvtr. here.—A. E. Odegard.

Gage sta. (no p. o.), Mont.—I understand that the farmers contemplate the erection of an elvtr. at this station, which is 8 miles east of Roundup.—C. Braithwaite, mgr. Farmers Elvtr. Co., Roundup.

Wayne sta. (Belt p. o.), Mont.—The Rocky Mountain Elvtr. Co. is closing its elvtr. here on account of the crop being destroyed by hail July 26. I was agt. and have now been transferred to Belt.—Chas. Kabell.

Comanche, Mont.—I have taken charge of the new elvtr. of the State Elvtr. Co. as the Rocky Mountain Elvtr. Co., for which I was agt., sold its elvtr. at Nihill to the Farmers Grain Co., of Hedgesville.—J. C. Geiken.

Joliet, Mont.—The Farmers Elvtr. Co. is building a 40,000-bu. elvtr. on the Northern Pacific, contract for which having been let to the Thompson Co. This is a 15-bin house, with cleaner, grinder and electric power.

Great Falls, Mont.—We recently opened a branch office in the Ford Bldg., with J. Watkins as mgr. Our rapidly increasing business made this move necessary.—James D. McGowan, sec'y-treas. State Elvtr. Co., Cascade.

Poplar, Mont.—The Equity Elvtr. Co. has been organized, with a capital stock of \$10,500, to buy an elvtr. or build a new house, trackage for which has been secured from the railroad. Wm. Miller is pres. and L. Tinker, sec'y-treas.

Joplin, Mont.—Al Green is now in charge of the elvtr. of McCabe Bros. Mr. Shippen is mgr. of the elvtr. owned by Randall, Gee & Mitchell, and G. A. Wallace is the new mgr. of the Equity Elvtr. Co.—F. F. Sell, sec'y Farmers Equity Elvtr.

Hardin, Mont.—Contract for a 30,000-bu. elvtr. has been let by the Farmers Union Ass'n to the Northwestern Mill Construction Co. The elvtr., which will be the 3rd for this station, will cost about \$7,000 and will be ready to handle this year's crop.

Franklin, Mont.—We have let contract for a 35,000-bu. elvtr., on the Great Northern, and it is now under construction. Equipment includes a 15-h. p. Fairbanks Engine, Richardson Scales, Cleaner and 9x18 feed mill, 2 pair high. S. C. Crooks is pres. and R. W. Watts, mgr. of our company.—Farmers Elvtr. Co.

## NEBRASKA

Chappell, Neb.—Farmers contemplate the erection of another elvtr.

Shea, Neb.—G. Jones is the new mgr. of the Shea Equity Exchange.

Greeley, Neb.—I am now mgr. of the Farmers Elvtr. Co.—C. T. Weekes.

Venango, Neb.—R. J. Francis is the new agt. of the Central Granaries Co.

Malmö, Neb.—The Farmers Elvtr. Co. has installed new legs in the elvtr.

Shelby, Neb.—A. C. Dunning has contracted for the erection of an elvtr.

Magnet, Neb.—I am now agt. for the Coleson-Holmquist Co.—Ross Dodson.

Oxford, Neb.—The roof on the elvtr. of the Wilsey Grain Co. has been repaired.

Gurley, Neb.—An additional elvtr. is being erected by the Farmers Union Ass'n.

Benkelman, Neb.—O. M. Kellogg has moved his grain office to a new location.

Funk, Neb.—Earl Kuhne, of Sidney, Ia., has taken charge of an elvtr. at this place.

Hay Springs, Neb.—Henry & Richmond have bot the elvtr. of Montgomery & Bray.

Phillips, Neb.—New scales have been installed in the elvtr. of the Farmers Elvtr. Co.

Spalding, Neb.—Joe Davlin has succeeded A. J. Cook as mgr. of the Spalding Elvtr. Co.

Nickerson, Neb.—A. Johnson, of Cornlea, is the new agt. of the Crowell Lumber & Grain Co.

Lindsay, Neb.—The Farmers Elvtr. Co. has built a 30,000-bu. elvtr. and placed Mr. Borer in charge.

Curtis, Neb.—A 12-h. p. kerosene engine has been installed in the elvtr. of the Farmers Elvtr. Co.

Blue Springs, Neb.—F. V. Cummings is mgr. of the grain business conducted by Joe Windle, of Salem.

Smartville, Neb.—The Farmers Elvtr. Co. has installed a 15-h. p. Dempster Gasoline Engine in its elvtr.

Barnston, Neb.—Jake Goehring has been placed in charge of the elvtr. recently acquired by H. H. Norcross.

Red Cloud, Neb.—The Diamond Mfg. Co., operating an elvtr. and mill, has installed a new dump scale.

Ulysses, Neb.—George Dobson has opened the North Elvtr. for business, with a competent man in charge.

Elm Creek, Neb.—The bin at the elvtr. of the Trans-Mississippi Grain Co. broke recently and is now being repaired.

Laurel, Neb.—Fred Payne will remain in charge of the elvtr., which Newman & Morton bot from John McQuillen.

Trenton, Neb.—The F. C. Kroetter Co. is not building an elvtr. here, as was reported.—E. F. Young, mgr. lumber yard.

Bruce, Neb.—The Farmers Equity Ass'n has decided not to buy the elvtr. of W. M. Bruce but will build an elvtr. instead.

Ceresco, Neb.—The Latta Grain Co. is building new coal sheds. I am the new agt. for the company.—W. H. Stephens, agt.

Staplehurst, Neb.—The Staplehurst Grain Co. has purchased a 10-h. p. Dempster Gasoline Engine for power in its elvtr.

Hastings, Neb.—B. J. Dodge has removed from Sioux City to this place and is representing the McCaull-Dinsmore Co.—G.

Nelson, Neb.—The Farmers Elvtr. Co. has practically completed its new elvtr., for which it let contract to the Van Ness Construction Co.

Oakdale, Neb.—Numerous improvements are being made about the elvtr. and buildings of the Oakdale Grain Co. C. B. Beer is the new mgr.

Broadwater, Neb.—Thos. O. Haiston has been employed by the recently organized Farmers Elvtr. Co. to buy grain until the company's elvtr. is completed. It will be located on the Union Pacific.

Lodgepole, Neb.—The recently organized Farmers Grain & Stock Ass'n has bot the elvtr. of Persinger & Jewett and installed L. H. Hammett as mgr.

Knox sta. (York p. o.), Neb.—I am mgr. of the recently incorporated Farmers Union Ass'n, which operates an elvtr. at this station.—T. Pruiett.

Clarkson, Neb.—The frame for the new elvtr., of the Nye Schneider Fowler Co., is up and enclosed. The house will replace the one burned recently.

Dubois, Neb.—Lewis Britt, mgr. of the Farmers Elvtr. Co., is suffering with 2 broken ribs as a result of falling partly into the grain pit at the elvtr.

Superior, Neb.—Our firm name is Scouler & Bishop and not Geo. Scouler as listed in the new List of Nebraska Grain Elvtr. Operators.—Scouler & Bishop.

Beaver Crossing, Neb.—The W. T. Barstow Grain Co. has sold its elvtr. to the Farmers Elvtr. Co. and I am now at Wolf Point, Mont.—L. L. Jenkins, former agt.

Cornlea, Neb.—The Crowell Lumber & Grain Co. contemplates building an addition to its elvtr. here. I am mgr. of the company's office at Nickerson.—A. B. Johnson.

Buda, Neb.—The grain elvtr. is being generally overhauled and strengthened. It was loaded with grain and the enormous weight caused the building to sag somewhat.

Decatur, Neb.—Hugh Gallup has taken charge of all sacking and shipping of grain from this point. An elvtr. and sacking house have been established for this purpose.

Carleton, Neb.—The Farmers Elvtr. Co. is not the Farmers Society of Equity as listed in the list of Nebraska Grain Elvtr. Operators, the deal having fallen thru.—W. B. G.

Superior, Neb.—Ernest Meyer has completed plans for a new mill, on the Burlington, with a 30,000-bu. elvtr. in connection. The plant will be operated as the Superior Mfg. Co.

Primrose, Neb.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of the T. B. Hord Grain Co. and it is reported that this company has bot another elvtr. at this station.

St. Libory, Neb.—The recently organized Union Grain Co. incorporated; capital stock, \$20,000; incorporators, Edward Roberts, pres., and others. The company has purchased an elvtr.

Belgrade, Neb.—We have overhauled our elvtr., installing a new Hall Distributor, a 7-bu. Richardson Automatic Scale and Success Manlift.—A. Kuykendall, agt. Haas & Hord Cattle Co.

Loup City, Neb.—I have sold to R. M. Speltz my milling interests here, known as the Loup City Mill & Light Co., but still hold my elvtrs. on both the Union Pacific and the C. B. & Q.—E. G. Taylor.

Swanton, Neb.—We have made some improvements in the elvtr., which we bot July 10 from Louis Nispele. A new direct spout and loading leg have been installed.—E. A. Rhynalds, agt. W. T. Barstow Grain Co.

Republican City, Neb.—The Farmers Equity Union Elvtr. Co. will install a 1,000-bu. automatic type registering Richardson Scale in the 15,000-bu. iron clad elvtr. for which it let contract to G. H. Birchard. The elvtr. is now nearing completion.

Dewitt, Neb.—While elevating grain Aug. 21 with a gasoline engine at the elvtr. of the Farmers Elvtr. Co. a bolt in the crank boxing, which had become crystallized, broke. The parts of the engine, which were broken, have now been repaired.

Sheldon sta. (Columbus p. o.), Neb.—C. H. Sheldon & Son operate a 30,000-bu. elvtr. at this newly established station on the Columbus-Norfolk branch of the Union Pacific, 5 miles northwest of Columbus. The elvtr. is on their home ranch and was built to use in connection with their farming and live stock operations as well as to do a general grain business.

Arnold, Neb.—The elvtr. of the Farmers Grain Co. is so full of grain that it is in danger of falling over and telephone poles have been placed against it to prop it up. The railroad company has offered to furnish cars to relieve it of the weight.

Gordon, Neb.—R. J. Arndt, who fell Aug. 15 from the top of the new 20,000-bu. elvtr. of the Farmers Elvtr. Co., will assume the management of the elvtr. as soon as he recovers from the injuries received. Mr. Davis is temporarily in charge.

Hastings, Neb.—During the fire Aug. 21 at the plant of the Hastings Mfg. Co., 2 elvtrs., containing 25,000 bus. of wheat, and leased by the E. Stockham Grain Co., burned. The elvtrs. had been licensed under the new warehouse act and all of the grain losses will be paid in full. The plant will probably be rebuilt at once.

Barney sta. (Peru p. o.), Neb.—I keep no agt. here, as very little grain is handled. The elvtr. had to be moved again on account of the Missouri River threatening the Burlington tracks. This is the 4th time it has had to be moved within the last 10 years on account of the river washing out the bottoms and making new channels.—A. B. Wilson, Nebraska City.

Chester, Neb.—We have erected a 22x40-ft. office, with a partition across the back, making a 14x22-ft. sash and door room for our lumber business. The scales are in front of the office and a door from them enables the farmers to stop and talk without hitching their teams. The interior is finished in quarter sawed white oak. A scale desk, with drawers on one side for scale books, 2 large standing desks, fireproof steel cabinet, and other up-to-date office furniture, make the office convenient and cheerful.—W. A. Fellers, general mgr. Citizens Lumber & Supply Co.

## OMAHA LETTER.

George McAllister, a grain inspector, has filed a petition in bankruptcy. Liabilities, \$2,600; assets, \$43.

The recently organized Adams-Whyte Grain Co. has incorporated, with a capital stock of \$25,000, to do a general grain business.

Police are seeking a well-dressed man, who, representing himself to be an agt. for Herbert W. Miller, grain dealer, solicited an order for 500 bus. oats from an undertaker, selling at 2c below market price, and ordered the oats from Mr. Miller, saying he was head barnman for the undertaker. The oats were delivered and the man, after showing the weigh bills, received \$225 and escaped.

## NEW ENGLAND

Wolfeboro, N. H.—M. B. Blaisdell, grain dealer, is painting his grain buildings.

Chelsea, Mass.—Joseph L. Poor, formerly in the grain and hay business, died Aug. 23, aged 77 years.

West Bethel, Me.—A. J. Haskell is no longer in the grain business here and this station has no elvtrs.—X.

New Bedford, Mass.—The J. Cushing Co. will build a one story 42x60 ft. grain store. An elvtr. will be erected later.

Manchester, Conn.—Our grain elvtr. here is now operated by Little & McKinney, successor to Finnegan & Little.—X.

Chelsea, Mass.—Woodsum Bros. have discontinued the grain business and George W. Reynolds & Son are the regular grain dealers.

Middletown, Conn.—The Meech & Stoddard Co. is planning to build a large addition to its elvtr. and mill and will lay another sidewalk to the plant.

North Adams, Mass.—The regular grain dealers here are Potter Bros. & Co. and the North Adams Flour & Grain Co., which succeeded W. M. Hodge.—X.

St. Albans, Vt.—W. F. Cunningham, of this city, and Glen A. Doubleday, of Montpelier, have formed a partnership and will conduct a grain and feed business here.

Brattleboro, Vt.—A large delegation of the members of the Boston Chamber of Commerce, came here Sept. 9, as guests of Charles R. Crosby, head of the firm of E. Crosby & Co. They spent Saturday and Sunday at Pine Grove Springs, returning late Sunday afternoon to Boston. Features of the outing included baseball, golf, swimming and a banquet.

## NEW MEXICO

Tucumcari, N. M.—Mr. Higday has succeeded I. R. Salley as grain buyer at the recently completed elvtr. of Light Bros. Mr. Salley has returned to the firm's headquarters at Liberal, Kan.

## NEW YORK

Buffalo, N. Y.—The Curtis Malting Co. has succeeded the S. Zwickel Malting Co.

New York, N. Y.—C. H. Mabie Grain & Hay Co. incorporated; capital stock, \$7,000; incorporators, F. H. Edelman, M. M. Mandel and H. S. Friedman.

New York, N. Y.—Memberships in the Produce Exchange have been steadily advancing and are now selling at \$1,600, a record high for recent years.

East Pembroke, N. Y.—John Remsen is building a grain and bean elvtr. and expects to open for business about Sept. 15. He is installing Invincible Grain Cleaning Machinery.

Oswego, N. Y.—The New York Central Railroad Co. has secured a bid from the John S. Metcalf Co., Ltd., for the erection of an elvtr., similar to the one erected at Midland, Ont., on a site at Oswego. It is a cylindrical reinforced concrete house, costing approximately \$2,000.

## NORTH DAKOTA

Maddock, N. D.—The Farmers Elvtr. Co. has installed a grain cleaner.

Yorktown sta. (Fullerton p. o.), N. D.—An elvtr. will be erected here.

Kensal, N. D.—The Farmers Elvtr. Co. has installed a car loading spout.

Beach, N. D.—C. J. N. Nelson has engaged in the elvtr. and feed business.

Regent, N. D.—Lightning slightly damaged the elvtr. of the Empire Elvtr. Co.

Lawton, N. D.—John A. Aird has installed an up-to-date cleaner in his elvtr.

Lucca, N. D.—A wheat cleaner has been installed in the elvtr. of the Farmers Elvtr. Co.

Alta, N. D.—Henry Grebbe, of Valley City, will be mgr. of the Farmers Elvtr. Co. here.

Hampden, N. D.—The St. Anthony & Dakota Elvtr. Co. will paint its elvtr. this summer.

Ray, N. D.—J. J. Hickey, of Northgate, is the new grain buyer for the Occident Elvtr. Co.

Fortuna, N. D.—An addition is being erected to the elvtr. of the Northland Elvtr. Co.

Calvin, N. D.—The Farmers Elvtr. Co. has built 170-ton coal sheds with concrete floors.

Beach, N. D.—John Stoeckel, of Watertown, S. D., is now mgr. of an elvtr. at this station.

Omeme, N. D.—Work is progressing on the elvtr. under construction for the Farmers Elvtr. Co.

Sherwood, N. D.—The elvtr. of the Farmers Elvtr. Co. has been completed and will now be wired.

Flushing sta. (Inkster p. o.), N. D.—F. D. Sanger is the new mgr. of the Flushing Farmers Elvtr. Co.

Rhame, N. D.—The Western Lumber & Grain Co. has bot the old elvtr. of the Geo. C. Bagley Elvtr. Co.

Burkey, N. D.—The Farmers Grain & L. S. Co. has been incorporated, with a capital stock of \$20,000.

Marion, N. D.—The elvtr. of the Farmers Elvtr. Co., which was closed for repairs, has now been reopened.

Grace City, N. D.—Farmers Elvtr. Co. incorporated by James K. Banks, G. W. Tanner and C. F. Sohner.

Werner, N. D.—The Equity Elvtr. Co. is erecting a building to be used as an electric light plant and office.

Sherbrooke, N. D.—A. L. Steinke has erected an elvtr. on his farm and will install scales, pit and dump.

Binford, N. D.—O. B. Omdal is mgr. of the elvtr. recently purchased by the Farmers Co-operative Elvtr. Co.

Adams, N. D.—Carl Anderson and Tomas Swanson have completed their 40,000-bu. elvtr.—E. A. Hinds.

Walden sta. (Page p. o.), N. D.—I have removed to Hansboro.—J. H. Poyzer, formerly agt. Cargill Elvtr. Co.

Sheyenne, N. D.—I am now mgr. of the recently acquired elvtr. of the Sheyenne Elvtr. Co.—J. H. Jorgenson.

Burnstad, N. D.—Chas. Hoberg, buyer for the Red Lake Elvtr. Co. last year, will be mgr. of the Burnstad Elvtr.

Pettibone, N. D.—O. B. Sorenson is mgr. of the Pettibone Farmers Union Elvtr. Co., which bot the elvtr. of the Andrews Grain Co.

Glover, N. D.—The Glover Holding Co. has purchased an automatic type registering 1,500-bu. Richardson Scale.

McCanna, N. D.—J. L. McNeill has been placed in charge of the elvtr. of the Niagara Elvtr. Co. at this station.

Sanish, N. D.—I am now agt. of the Osborne-McMillan Elvtr. Co. here.—D. N. Dunbar, formerly agt. at Ramsey.

Russell, N. D.—The Farmers Elvtr. Co. has been organized with John Zurcher as pres. and A. M. Ayars, sec'y-treas.

Fargo, N. D.—I have removed from Hatton to this city.—A. A. Lee, traveling representative, Randall, Gee & Mitchell.

Menoken (R. R. name Burleigh), N. D.—O. H. Olson, of Mayville, is the new agt. of the Great Western Grain Co. here.

Park River, N. D.—The Farmers Elvtr. Co. contemplates the erection of a 50-bbl. flour mill in connection with its elvtr.

Belfield, N. D.—The recently incorporated Farmers Union Elvtr. Co. has bot the elvtr. of Wm. C. Goebel for \$7,750.

Max, N. D.—August P. Kezema has bot the recently acquired elvtr. of C. H. Ihlen and will take possession at once.

Woodworth, N. D.—Harry H. Nixon has bot the elvtr. of the Regan & Lyness Elvtr. Co., of which he was grain buyer.

Langdon, N. D.—The National Elvtr. Co. has installed a new cleaner, leg, and other equipment. T. E. Ibberson did the work.

Sharon, N. D.—The elvtr. of the Cargill Elvtr. Co. is closed and I have been transferred to Geneseo.—C. T. Fystrom, former agt.

Timmer, N. D.—Work on the elvtr., under construction for the Bingenheimer Mercantile Co., of Mandan, is well under way.

Hazen, N. D.—It is reported that the Knife River Lumber & Grain Co. will enlarge its plant.—F. W. Haas, agt. Occident Elvtr. Co.

Williams sta. (Heaton p. o.), N. D.—The Heaton Lumber Co., of Heaton, has installed a 20-h. p. oil engine in its grain elvtr. here.

York, N. D.—The elvtr. of the Winter-Truesdell-Ames Co. is closed and I have removed to Sheyenne.—J. H. Jorgenson, former agt.

New Rockford, N. D.—The Ely-Salyards Co. is rebuilding its elvtr., which burned July 22. The new house will be ready about Oct. 1.

Van Hook, N. D.—W. P. Covey has resigned as agt. of the Osborne-McMillan Elvtr. Co. to accept a position with a Minneapolis firm.

New Leipzig, N. D.—The Independent Elvtr. Co., of Makoti, has purchased the elvtrs. of the Curlew Elvtr. & Lumber Co. here and at Elgin.



Anamoose, N. D.—H. A. Kroske is no longer agt. of the Osborne-McMillan Elvtr. Co. and has engaged in another line of business at Dawson.

Sykeston, N. D.—The Farmers Co-operative Ass'n opened its new 40,000-bu. elvtr. for operation Aug. 28. A. C. Grove is mgr.—C. R. Remer.

Glen Ullin, N. D.—We will continue to operate our elvtr. here, but have sold our elvtrs. at Elgin and New Leipzig.—Curlew Elvtr. & Lumber Co.

Walhalla, N. D.—The Walhalla Roller Mill Co., operating a 50,000-bu. elvtr., sustained a loss of \$50,000, when its electric light plant burned Aug. 18.

Powell sta. (Ojata p. o.), N. D.—The Farmers Elvtr. Co. has completed the 40,000-bu. elvtr. for which it let contract to the Hickok Construction Co.

Fillmore, N. D.—W. H. Goodroad, who has been agt. of the Powers Elvtr. Co. at Hesper, has taken a position with the recently incorporated Equity Elvtr. Co. here.

Hatton, N. D.—The concrete foundation has been completed and work is progressing on the superstructure of the 40,000-bu. addition to the elvtr. of the Farmers Elvtr. Co.

Appam sta. (no p. o.), N. D.—The Appam Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, K. L. Esterby, Leonard Broe and Hazen Krabseth.

Dover, N. D.—The Farmers Co-operative Ass'n is rushing the work on its 40,000-bu. elvtr. at this point. Rollo Stout will have charge of the house when completed.—C. R. Remer.

Valley City, N. D.—The old Alliance Elvtr., owned by F. E. Ployhar, is being torn down and part of the material will be shipped to Bismarck to be used for other purposes.

Wing, N. D.—We contemplated enlarging our elvtr., but the crop was too poor. We are now making necessary repairs and installing a new cleaner.—Farmers Co-operative Ass'n.

Grenora sta. (Howard p. o.), N. D.—The Grenora Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Peter T. Peterson, H. Isaacson and A. Fischer. An elvtr. will be built.

Carson, N. D.—The McCaull-Dinsmore Co. is operating the plant, formerly operated by the Carson Mfg. Co. and I am mgr.—J. W. Nolan, formerly agt. St. Anthony & Dakota Elvtr. Co., Inkster.

Mandan, N. D.—Work has been started on an addition to the elvtr. of the Farmers Elvtr. Co., which will bring the capacity to 50,000 bus. The Hickok Construction Co. has the contract.

Starkweather, N. D.—The farmers of this vicinity are organizing and will be ready to buy or build an elvtr. in the spring. Axel Nelson is pres. and P. C. Gering, sec'y, of the company.—Adolph Wellen.

Garrison, N. D.—T. J. Norton has been retained by the Equity Elvtr. Co. as mgr. of Elvtr. "A" for another year and Otto Schneider, agt. of the Occident Elvtr. Co., was employed as mgr. of Elvtr. "B."

Dunning sta. (Maxbass p. o.), N. D.—The Dunning Equity Elvtr. Co. will operate the elvtr. It recently bot from the Imperial Elvtr. Co., with Jos. Watson as pres. and myself as mgr.—W. D. Blair.

Parshall, N. D.—Contract for the new elvtr. of the Farmers Elvtr. Co. has been let to D. F. Hoag & Co. and the building will be completed by Oct. 1. A flour warehouse and coal shed will be built in connection.

Bantry, N. D.—The Sharon Mfg. Co. has bot the elvtr. of Stair, Christensen & Timmerman and placed Richard Rahife in charge. The elvtr. of the Imperial Elvtr. Co. has received a new coat of paint. It will not be opened this season. Wm. Hammond has succeeded W. H. Weir, who resigned as agt. of the Atlantic Elvtr. Co.—W. R. Schadewald, agt. Monarch Elvtr. Co.

Gladstone, N. D.—J. S. Robertson, formerly agt. of the Andrews Grain Co. at Glen Ullin, has succeeded Mathias Wehner, who resigned as mgr. of the Gladstone Equity Exchange.—H. Ehler, agt. Powers Elvtr. Co.

Kongsberg, N. D.—I will build a 30,000-bu. up-to-date elvtr., with all hoppers bins, double leg, manlift, 15-h. p. Fairbanks Engine, cleaner and full platform dump Fairbanks Scale. It will be ready for business about Sept. 25.—W. W. Whipple.

Lemert sta. (Cathay p. o.), N. D.—Contract for a 40,000-bu. elvtr. has been let by the Equity Elvtr. Co. to D. F. Hoag & Co. The company has incorporated; capital stock, \$25,000; incorporators, J. J. Walton, pres., J. M. Rideway, vice-pres., and B. W. Walton, treas.

Silver Leaf, N. D.—The Farmers Elvtr. Co. has erected a 40,000-bu. elvtr., equipped with a 15-h. p. oil engine, 6-ton Fairbanks Dump Scale, 1,500-bu. Richardson Automatic Scale and cleaner. D. F. Hoag & Co. had the contract for the elvtr., which cost \$10,500.

Valley City, N. D.—We are building one of the most up-to-date coal pockets in the northwest, of the round silo type. Two of the bins are 50 ft. high and the machinery will be operated by electricity. It will be finished about Oct. 10.—J. H. S. Thomson, mgr. Farmers Elvtr. Co.

Karnak, N. D.—The Farmers Elvtr. Co. has been organized, with a capital stock of \$12,000, and is building a 40,000-bu. elvtr., to handle this season's crop. Ole Lima is pres., Walter Hemmingsen, vice-pres., Arne Lima, sec'y, Albert Larson, treas., and Gabriel Sharpe, mgr., of the company.

Lidgerwood, N. D.—The St. Anthony & Dakota Elvtr. Co., which lost its elvtr. by fire July 21, has purchased the elvtr. of the Cargill Elvtr. Co. and placed John Pahl in charge. The Cargill Elvtr. Co. has bot the elvtr., of the Thorpe Elvtr. Co., which has been closed for some time, and opened it with W. J. Parizek as buyer.

Bismarck, N. D.—The sec'y of state has published notice that at the general election to be held on Nov. 7, there will be submitted to the people for their approval or rejection, chapter 258 of the Session Laws of 1915, which repeals the mill tax for terminal elvtrs. and in lieu thereof makes an appropriation of \$1,000 therefor.

Wildrose, N. D.—We expect to put up 4 elvtrs. on the extension west of this station and if the railway company completes the extension west of Lambert we expect to erect 4 elvtrs. there. On account of the poor crop conditions it is a question whether the extensions will be ironed this fall.—Occident Elvtr. Co., Minneapolis, Minn.

Bismarck, N. D.—The state railroad commission has issued a warning to farmers regarding unlicensed and unbonded grain buyers. Several complaints have been made to the dept. of instances where the purchasers failed to pay for the grain. The commission advises that the only safe plan to follow, in cases of this kind, is to demand cash.

Grenora sta. (Howard p. o.), N. D.—We are extending our Wildrose Line, this being the end town. There will be 6 stations on this line, namely, Corinth, Alamo, Appam, Zahl, Mesa and Grenora. No elvtr. sites have as yet been allotted and I cannot say at this time just how many elvtrs. will go in at each point, and it is undecided as to whether this line will be completed this fall or not.—Geo. H. Smitman, Great Northern Railway Co., St. Paul, Minn.

Hastings, N. D.—I have almost completed repairs on my recently acquired elvtr. The elvtr. has been raised and a new concrete foundation put in, the driveways have been lowered and other minor improvements made. The Farmers Elvtr. Co., which bot the elvtr. of the Andrews Grain Co., now has 2 elvtrs. One will not be opened this year on account of the poor crop.—Ludwig Larson.

Minot, N. D.—The Farmers Elvtr. Co. will have its new 50,000-bu. elvtr. ready to receive grain Sept. 15. Equipment includes 4 legs, cleaner, automatic and wagon scales, with type registering beams, full basement, and 3 electric motors. I have been retained as mgr. The A. A. Robinson Elvtr. Co. has moved its elvtr. next to the elvtr. of the Farmers Elvtr. Co. It has been repaired and put in first class condition.—Sever Soine.

Kathryn, N. D.—The 50,000-bu. elvtr., for which the Farmers Elvtr. Co. let contract, will be a circular concrete structure, 43 ft. in diameter and 93.7 ft. high. There will be an area way in the center, from top to bottom, 12 ft. in diameter, affording light and connection with every bin, of which there are 20. A 2-story flour mill will be erected in connection. Up-to-date machinery, electrically driven, will be installed thruout the entire plant.

Burlington, N. D.—The Hoge Elvtr. Co. has been forced to suspend business, with approximately \$15,000 in storage tickets outstanding. The assets of the company are not known at present as the North Dakota State Railroad & Warehouse Commission has not as yet made a complete investigation into the affairs. Mr. Hoge, prop., is now preparing a statement to the ticket holders, explaining the cause of the closing and giving all the information at hand. The Hoge Elvtr. Co. at Des Lacs is reported to be in sound condition. A blanket bond of \$10,000 covers both elvtrs., which will apply in full on the losses of the defunct company. The surety bond is with an eastern concern.

## OHIO

Mark Center, O.—L. A. Pugh has sold his elvtr.

Deunquat, O.—Work has been started on the erection of an elvtr.

Grove City, O.—Easley & Seeds have succeeded A. R. Easley & Co.

Blanchester, O.—S. B. Craig & Co. have engaged in the grain business.

Dowling, O.—The Royce & Coon Grain Co. has bot the elvtr. of L. A. Trepanier.

Chatfield, O.—The Chatfield Mfg. & Grain Co. has succeeded the Chatfield Mfg. & Grain Co.

Kemp sta. (Kempston p. o.), O.—James B. Peters has engaged in the grain business.

Dodson sta. (Brookville p. o.), O.—Adolph Macey has succeeded G. A. Detamore.

New Madison, O.—D. L. Mote & Son have taken over the business of D. L. Mote.

Gallup sta. (Hamler p. o.), O.—J. C. & G. O. Cruikshank have succeeded Frank Felger.

Roselm sta. (Groverhill p. o.), O.—L. C. Allinger is successor to the Owens & Mericle Co.

Era sta. (Mt. Sterling p. o.), O.—Wm. M. Mogan has taken over the business of H. J. Be Bout.

Dunbridge, O.—The Royce & Coon Grain Co. has purchased the 35,000-bu. elvtr. of L. A. Trepanier.

Continental, O.—The Morrisson & Thompson Co. has installed a Mattoon Car Loader in its elvtr. here.

Gutman sta. (St. John p. o.), O.—The Muchinippi Grain Co. has entered the grain business at this point.

Youngstown, O.—Albert H. Buehrle has bot the grain, flour and feed business of his brother, German Buehrle.

Attica, O.—J. I. Friedley, who recently sold his elvtr. to Heabler & Heabler, is now out of the grain business.

Swanton, O.—The Swanton Mfg. & Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Edward Fauble, A. D. Baker and others.

McCutchesonville, O.—The Seneca Grain Co. incorporated; capital stock, \$20,000; incorporators, John O. Carter, J. M. Badger and others.

Delphos, O.—L. C. Allinger is arranging to erect an elvtr. in this city. The location has not been determined as yet.—Garman Grain Co.

Cincinnati, O.—J. Arthur Buhr, F. F. De Brul, Chas. W. Galloway and E. S. Hiner have been admitted to membership in the Chamber of Commerce.

Climax, O.—We have succeeded Cox & Smith. W. M. Lepp is pres. and W. E. Sergeant, sec'y, of our company.—A. Sheridan Cox, mgr. Equity Exchange Co.

Cincinnati, O.—Bert Gale, son of A. C. Gale and formerly associated with the firm's grain business, has gone with the J. M. McCullough Sons Co., seed dealers.

Pemberville, O.—The newly organized Pemberville Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, Morris Rees, pres., S. D. Peoples, sec'y, and others.

Maplewood, O.—We understand that O. W. Cook has sold his elvtr. to J. M. Pence, formerly of Ansonia, possession to be given Oct. 1.—E. T. Cusenbolder & Co., Sidney.

Mortimer, O.—Harvey Syler, member of the Syler Elvtr. Co., operating elvtrs. here and at Benton Ridge, has filed a voluntary petition in bankruptcy. Liabilities, \$23,062; assets, \$6,000.

Homeworth, O.—Isaac Bixler & Son, operating an elvtr. and mill, sustained a loss of \$20,000 by fire, supposed to have been caused by sparks from a passing locomotive. The loss is partly covered by insurance.

Sandusky, O.—Rosenbaum Bros. are still negotiating with the Baltimore & Ohio R. R. regarding the erection of an elvtr. and to date nothing definite has been done.—Phil J. Gagen, traffic mgr. Federated Commercial Club.

Landeck sta. (Delphos p. o.), O.—The Landeck Elvtr. Co. has taken over the elvtr. of the Garman Grain Co. Frank B. Schmelzer is mgr. and L. C. Allinger, A. L. Garman, C. E. Marsh and Mr. Schmelzer are the owners.

Cincinnati, O.—The erection of an enclosure, consisting of bronze standards and brass chains, about the exclusive corner of the exchange hall, used by the Grain & Hay Exchange, has been ordered by the directors of the Chamber of Commerce.

Berlin Heights, O.—M. A. Hess has bot the interest of his partner, W. F. Lowry, in the Berlin Heights Fuel Co. He thereby gets control of the 7,000-bu. elvtr. and coal business at Ceylon sta. (Huron p. o.), the coal sheds at Berlin Station and the feed mill at this place.

## OKLAHOMA

Pocasset, Okla.—The Farmers Elvtr. Co. will install a Boss Air Blast Car Loader.

Dacoma, Okla.—The Farmers Elvtr. Co. is installing the machinery in its new elvtr.

Indianapolis, Okla.—The Modern Gleaners, Inc., recently ordered a 750-bu. automatic type registering Richardson Scale.

Ingersoll, Okla.—The Farmers Federation will enlarge its recently acquired elvtr.—J. T. McLerran, agt. R. H. Drennan Grain Co.

Laverne, Okla.—I am mgr. of the Overstreet Grain Co., which has succeeded the Overstreet & Dockter Grain Co.—H. Overstreet.

Rusk, Okla.—Herman Mattenly, of Lone Wolf, has succeeded Lawrence LacKamp as grain buyer for the Cox-Henry Grain Co.

Wheatland, Okla.—The Wheatland Grain & Lumber Co., will install Boss Air Blast Car Loaders in its elvtrs. at this place and Tuttle.

Thomas, Okla.—The Farmers Grain & Supply Co. is building storage tanks, an office and installing scales. The company has incorporated, with a capital stock of \$10,000, and is located on the Orient.

Cordell, Okla.—Lorenz & Geis, grain dealers, have leased a building and are storing grain in it during the present rush season.

Afton, Okla.—Practically all the grain dealers of this locality attended a recent meeting of the Northeastern Oklahoma Grain Dealers Ass'n.

Indianapolis, Okla.—The Farmers Elvtr. Co. has organized and built an elvtr. W. H. Umbach is pres. and M. S. Klopfenstein is sec'y of the company.

Ashley, Okla.—Farmers Grain, Lumber & Coal Co. incorporated; capital stock, \$5,000; incorporators, I. T. Strickland, M. B. Crawford, of Ingersoll, and others.

## OREGON

North Powder, Ore.—Dodd & Ashmun are giving their elvtr. a general overhauling.

Ione, Ore.—The Wilson Siding Grain & Elvtr. Co. has incorporated, with a capital stock of \$3,000.

Hot Lake, Ore.—The Albers Bros. Mfg. Co., of Portland, has let contract for a large grain warehouse, work on which will be rushed to completion. Cato Johns, of Haines, will be mgr.

## PENNSYLVANIA

Uniontown, Pa.—F. C. Pugh has engaged in the grain business.

Mechanicsburg, Pa.—M. C. Dietz & Son have succeeded J. H. Uhrich.—J. H. Koller.

Allentown, Pa.—William F. Seltz & Co. incorporated to deal in grain; capital stock, \$5,000.

Philadelphia, Pa.—The Port Richmond Elvtr. will receive no grain from boats until further notice.

Philadelphia, Pa.—Charles E. Rogers, of Mt. Holly, N. J., formerly of the grain firm of Rogers & Boyd, has become a member of the Commercial Exchange.

Dubois, Pa.—The J. F. Dinger Mfg. Co., of Reynoldsville, will succeed Hunter & Johnson on Oct. 1. The company plans to build 2 large steel grain elvtrs. and will remodel the mill thruout.

Shippensburg, Pa.—W. H. Fogelsanger has succeeded B. A. Betts. E. A. Funk is out of business. John B. Riggs has succeeded Henry Houser and the Meadows Mfg. Co. has succeeded Isaac Zeavfoss.—McKees & Stewart.

Saegertown, Pa.—The recently organized Venango River Mfg. Co., with a capital stock of \$100,000, has bot the mill of the Sherman Mfg. Co. and other property for \$6,000. It will erect a 500-bbl. mill and an 80x100-ft. grain elvtr. on the Erie railroad.

## SOUTH DAKOTA

Scotland, S. D.—The Farmers Elvtr. Co. is being organized.

Dell Rapids, S. D.—A. B. Gillette has bot the elvtr. of W. J. Prisch.

Watauga, S. D.—The Watauga Equity Exchange has reopened its elvtr.

Blaha sta. (Scotland p. o.), S. D.—Frank Dostal is the new mgr. of the Farmers Elvtr. Co.

Winner, S. D.—The Nye Schneider Fowler Co. is building an addition to its elvtr., which will double the capacity.

Montrose, S. D.—Charles Beach has been retained as mgr. of the Farmers Elvtr. Co. for the coming year.

Watauga, S. D.—The Columbia Elvtr. Co. is building an elvtr. at this station.—Morristown Equity Exchange, Morristown.

Hoven, S. D.—I am now mgr. of the Hoven Grain Co., which operates a 30,000-bu. elvtr., with a feed mill attached.—J. P. Arend.

Morristown, S. D.—We did not build an elvtr. this year, as we had intended, on account of the light crop.—Morristown Equity Exchange.

Nunda, S. D.—The Farmers Elvtr. Co. has purchased a 1,500-bu. Richardson Automatic Grain Scale, fitted with a type registering device.

Gretna sta. (Bowdle p. o.), S. D.—Gretna Grain Co. incorporated; capital stock, \$10,000; incorporators, H. C. Balu, Henry Bauder and Elizabeth Bauder.

Brookings, S. D.—F. W. Case, of Luverne, Minn., has succeeded B. Jacobson, who resigned as agt. of G. W. Van Dusen & Co. on account of ill health.

Cresbard, S. D.—The Cresbard Co-operative Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, J. R. Whitton, B. M. Devine and E. Baker. An elvtr. will be erected.

Tacoma Park, S. D.—Tacoma Park Equity Exchange incorporated; capital stock, \$15,000; incorporators, H. L. Fluke, Albert Powers and W. J. Sleh. The company expects to have its elvtr., now under construction, ready for operation by Oct. 1.

Astoria, S. D.—The Farmers Elvtr. Co. has rebuilt its elvtr., which burned Jan. 10. The new house has a capacity of 25,000 bus. and is equipped with a rope drive, 10-h. p. Fairbanks Oil Engine, 6-ton Dump Scale and 100-bu. Hopper Scale. D. F. Hoag & Co. had the contract for the elvtr., which cost \$6,000.

Rockham, S. D.—We completed our new elvtr. June 1 and covered the old one with corrugated iron so that we now have a neat iron clad elvtr., of 35,000 bus. capacity, equipped with an up-to-date platform dump and automatic scale for loading out. We have 7 coal bins and a flour house.—G. A. Buss, mgr. Farmers Elvtr. Co.

Frederick, S. D.—While inspecting a new manlift, which was recently constructed in the elvtr. of the Farmers Elvtr. Co., Stanley Gibbs, mgr., met with an accident recently. The brake did not work and the manlift went to the top with such force that the rope broke, letting him fall the entire distance of about 45 ft. One foot was badly crushed and his spine quite seriously injured. His condition is improving.

## SOUTHEAST

Marianna, Fla.—Work is progressing on the elvtr. under construction for the Brandon Grain Co. It is now equipped for handling corn. but will also handle all kinds of grain.

Montgomery, Ala.—Hobbie Bros. will equip their new elvtr., for which they let contract to the Burrell Engineering & Construction Co., with a 2,000-bu. Richardson Automatic Grain Elvtr. Scale.

Richmond, Va.—I took charge Sept. 1 of the brokerage business, formerly conducted by the late John R. Cary, and will continue to run it under the same firm name as before. I have been actively engaged in the brokerage business here for the past 7 or 8 years, having been associated with W. G. Bragg.—Aubrey Hawkins, mgr. J. R. Cary.

## TENNESSEE

Memphis, Tenn.—John B. Edgar, pres. of the Merchants Exchange, was bereaved recently by the death of his mother.

Chattanooga, Tenn.—We have succeeded Chas. F. Crain, who is practically out of the grain business.—C. F. Crain & Co.

Chattanooga, Tenn.—Chattanooga Cereal Co. incorporated; capital stock, \$150,000; incorporators, W. B. Preston, J. C. Akers and others.

Nashville, Tenn.—John T. Landis & Co., conducting a private wire business on the Chicago Board of Trade and other grain exchanges, discontinued business Aug. 28, as their assets had been impaired about \$100,000 by the disappearance of J. Roy Boone, confidential mgr. of the company. Local customers are the principal losers. Report states that Mr. Boone sold 440,000 bus. of wheat on the short side when the market was advancing.



Union City, Tenn.—The Union City Elvtr. Co. is a corporation and will be run under the same name as heretofore. However, the members of our firm own the Hardy Elvtr. at present.—Dahnke-Walker Mlg. Co.

Paris, Tenn.—R. G. Bennett & Co., of this city, were awarded judgment of \$115 and costs against the Brahan Grain Co., of Union City. Early in August they purchased 1,049 bus. of wheat from the Brahan Grain Co. at \$1.33 per bu. Soon wheat advanced to \$1.40 and the grain company resold the car that had been sold to R. G. Bennett & Co.

## TEXAS

Whitewright, Tex.—The Whitewright Mill & Elvtr. Co. has let contract for a 500-bbl. mill.

Houston, Tex.—The Standard Mlg. Co. has increased its capital stock from \$400,000 to \$500,000.

San Antonio, Tex.—The Guenther Mlg. Co. has completed its new mill at a cost of about \$25,000.

Palestine, Tex.—The Palestine Grain Co. has completed the annex to its plant. Electric power is being used.

Texline, Tex.—We operate the only elvtr. here, which is a 5,000-bu. house, on the F. W. & D. C. R. R.—J. H. Hoklaus, of Texline Grain Co.

Higgins, Tex.—We have leased the elvtr. of the Higgins Grain Co. here and are succeeding it. We also have an elvtr. at Texline.—Texline Grain Co.

Amarillo, Tex.—The Panhandle Grain Co. has purchased a 1,000-bu. Richardson Automatic Scale, fitted with a Richardson Type Registering Counter.

Baumont, Tex.—The lease of the plant of the Wiess-Kyle Rice Mlg. Co. to W. P. H. McFaddin for 10 months at \$750 per month, has been approved by the court.

Honey Grove, Tex.—The Paris Mill & Elvtr. Co., of Paris, has leased the elvtr. in this city and will put it in first-class condition. Enod Eversole will be in charge for the present.

Mineral Wells, Tex.—Honoker & Woodall have quit the grain business. The regular car lot shippers here now are E. A. Moffett, Mays Commission Co., and D. P. Rankin.—X.

Tahoka, Tex.—The Tahoka Mill & Elvtr. Co. sustained a loss of \$10,000, when its elvtr. and mill burned Aug. 17. The plant was a wooden structure, covered with galvanized iron.

Clifton, Tex.—We have not rebuilt any tanks, but have added 4 concrete tanks, of 40,000 bus. capacity, 10,000-bu. units, giving us between 75,000 and 100,000 bus. in all.—Clifton Mill & Elvtr. Co.

Galveston, Tex.—I. W. Weeks, with the Armour Grain Co., Chicago, Ill., and the Neola Elvtr. Co., Kansas City, Mo., for the past 3 years, will leave to take charge of one of the houses of the former company.

Temple, Tex.—Fire on Aug. 25 destroyed the iron clad frame building, used to house a corn sheller, owned by the A. E. Childress Grain Co., together with machinery and a large amount of corn and hay. Loss, \$3,000; partially covered by insurance. New machinery has been installed and the plant placed in operation again.

The following have recently been admitted to membership in the Texas Grain Dealers Ass'n: A. Liske & Co., Canadian; Taft Oil & Gin Co., Taft; Orange Rice Mill Co., Orange; Mays-Stanford Grain Co., Amarillo; C. W. Robinson Co., Inc., Houston; Wildorado Elvtr. Co., Wildorado; and the Dustin Grain Co., Oklahoma City, Okla. The following memberships have been transferred: Stark-Gee Grain & Commission Co. to the Stark-Fore Grain Co., Plano; and Martin Besteiro to Manuel Besteiro, Brownsville.

Texas City, Tex.—The Texas City Terminal Co. has advised that the charges for handling grain thru the elvtrs. at that port are as follows: Elevating, including cost of insurance,  $\frac{1}{2}$ c per bu.; storage, 30 days free; excess storage after free time, for each 5 days, 0.1c per bu.; turning when necessary to improve condition of grain  $\frac{1}{4}$ c per bu. These rates are lower than at other Gulf ports.

## FORT WORTH LETTER.

The Ft. Worth Elvtr. Co. has started the erection of a 500,000-bu. reinforced concrete elvtr. adjoining its present plant. It is to be used as a public elvtr. and will consist of large tanks. Up-to-date loading and unloading facilities and scales will be installed.

The Browne Grain Co., of McKinney, has brot suit against the Julian A. Ivy Grain Co. for \$3,950 damages for alleged breach of contract, stating that 3 contracts were made late in June or early in July for the delivery of 5 cars of wheat on each contract, at 96c, 97c, and \$1.03 per bu., respectively, deliveries to be made by July 10. The Browne Grain Co. alleges that one car on each of the first shipments was delivered and none on the 3rd and that it had to go into the open market and buy grain at \$1.22 per bu.

## UTAH

Salt Lake City, Utah.—I am mgr. of the western office of the Overland Grain Co., of Nashville, Tenn. This office has been established for the purpose of buying and selling wheat to the southeastern mills.—B. L. Slack.

## WASHINGTON

Coulee City, Wash.—E. L. Olwell has let contract for a cribbed elvtr. and flour mill to the Burrell Engineering & Construction Co.

Molson, Wash.—W. R. Messmore will be mgr. of the 35,000-bu. elvtr. for which the Molson Union Elvtr. Co. recently let contract.

Cheney, Wash.—The Farmers Union Warehouse Co. will install a 1,500-bu. Richardson Automatic Type Registering Scale.

Vancouver, Wash.—Our firm dissolved some time ago and is now out of business.—G. A. Evans, formerly of Porter & Evans.

Riverside, Wash.—The grain warehouse of the Farmers Warehouse Co. burned, together with 200 sacks of grain and 25,000 empty sacks.

Cheney, Wash.—The Cheney Union Warehouse Co. has let contract for the first unit of a grain elvtr. It will consist of 4 steel tanks, of 12,000 bus. capacity each, and will be equipped with dump, scales, automatic scales and cleaning machinery.

## WISCONSIN

Gillett, Wis.—J. M. Ankerson is erecting a 28x80-ft. grain warehouse.

Stevens Point, Wis.—The Pagel Mlg. Co., operating a 20,000-bu. elvtr., is installing a 40-h. p. crude oil engine.

Glenbeulah, Wis.—Herman Froelich has bot the elvtr. of Laun Bros. and intends to conduct a flour and feed store.

New Richmond, Wis.—Wm. Schroeder will remodel the warehouse of the New Richmond Roller Mills into a 15,000-bu. elvtr.

Oconomoc, Wis.—R. L. O'Brien, mgr. of the elvtr. of the Milwaukee Elvtr. Co. at this place, died Sept. 2, following a brief illness.

Osseo, Wis.—The new elvtr., erected by the Farmers Produce Co., has been completed, and N. J. Agneberg will be buyer, according to report.

Green Bay, Wis.—Fire destroyed the 2 elvtrs. of the Cargill Grain Co. Aug. 27, together with approximately 320,000 bus. of oats and 30,000 bus. of rye, valued at \$185,000. The total loss of \$345,000 is covered by insurance. The Donahue Stratton Co. is handling the salvage grain.

Smith's landing (Prescott p. o.), Wis.—A small elvtr., with engine and scales, has been established here by the Equity Exchange of Prescott.

Norwalk, Wis.—The recently incorporated Farmers Elvtr. & Mercantile Co. has taken over the old Haldeman Elvtr. and employed Frank Schmitz, of Sparta, as mgr.

Glenwood City, Wis.—The Glenwood City Roller Mills have bot the elvtr. of the New Richmond Roller Mills Co. New machinery will be installed and the elvtr. will be repaired.

Menomonie, Wis.—The Wisconsin Mlg. Co. will install a new grain separator in its elvtr. and will increase the capacity of its mill to 500 bbls. and make extensive improvements in it.

West Bend, Wis.—The West Bend Malt-ing Co. is clearing the site of its plant, partly destroyed by fire July 17, and is remodeling the fireproof portion of the malthouse, which withstood the fire, into an elvtr.

## MILWAUKEE LETTER.

A membership in the Chamber of Commerce sold Aug. 25 for \$350, which is \$235 higher than 5 months ago.

The firm of Smith, Parry & Co. has succeeded the Parry Grain & Mlg. Co., which was formerly the Parry Grain Co.

Milwaukee, Wis.—Trading in rye futures on the Chamber of Commerce was done Aug. 28 for the first time in 20 years.

The terminal elvtr., recently taken over by the Updike Grain Co., has been placed in operation, with S. L. Freis, of Omaha, Neb., in charge.

Percy D. Richards will act as traveling solicitor for the Flanley Grain Co. thru a portion of Wisconsin, eastern Iowa and southeastern Minnesota.

Creditors of E. G. Hadden, bankrupt, will receive the smallest final dividends ever paid on claims in bankruptcy. On a claim of \$2.90, one creditor will receive a check for 1c. The claims aggregate \$36,138.12, with assets of \$104.56.

John B. A. Kern & Sons, founded in 1846, will retire from business about Oct. 1. The plant, on the Milwaukee River, which has rail and steamship facilities, will be converted into a dockage, freight storage and forwarding plant.

E. C. Noll, a grain inspector for the Chamber of Commerce for 7 years, on Sept. 1 was promoted to be asst't to the chief grain inspector. He has been supervising the loading of grain at the elvtr. at Ludington, Mich., since February.

E. H. Sexauer, L. W. Gifford, Claude H. Horey, Geo. H. Cheyne, Harry S. Klein, and Arthur E. Martin, of Minneapolis, Minn., have been admitted to membership in the Chamber of Commerce. The memberships of J. A. Butler, Harold E. Tweeden, W. B. Bogert, Carl Leuders and the estates of H. O. Block and Wm. Bothe have been posted for transfer.—H. A. Plumb, sec'y.

The board of directors of the Chamber of Commerce made a change in the method of charging for the supervision of weighing at Milwaukee, and, beginning Sept. 15, grain unloaded at certain plants will pay an additional sum over the regular charge for the reason that the service has been performed at a loss to the weighing dept. It has been customary for many years for the directors to fix a flat rate to prevail at all plants where grain is unloaded, without regard to whether the amount of business done and the conditions under which the weighing was performed resulted in a profit or loss. The inspection and weighing com'te recently recommended that the charges be adjusted in such a way as to bring the revenue up to the cost of weighing, and this policy has been adopted by the board of directors.—H. A. Plumb, sec'y.

## WYOMING

Manville, Wyo.—Manville Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, A. L. Willoughby, Walter Gordon and others.

## Supply Trade

Indianapolis, Ind.—Nordyke & Marmon Co. is erecting a 225x600 addition to its old plant. Cost \$100,000.

Chicago, Ill.—The Burrell Engineering & Construction Co. has increased its capital stock from \$100,000 to \$130,000.

WICHITA, KANS.—The White Star Co. is handling the business of the Western Construction Co. during the very serious illness of Mr. S. L. Haden.

An advertisement is a printed declaration of principles and policies. It places every manufacturer on record before the world.—*Railway Age Gazette*.

AN ADVERTISEMENT in improper mediums is business seed sown in barren soil. For the biggest and surest yield in the grain trade, use the Journal.

WICHITA, KANS.—We have moved our headquarters to the two-story 50x100 foot building at 214 S. Wichita St., where we have a complete stock of grinding machinery and alfalfa mills.—Wilson-Wetherhold Grinding Mch. Co.

No. VERNON, IND.—The King Mfg. Co., recently incorporated at this city, has made a number of improvements to its line of seed and grain cleaning machinery. The company is shipping its machines to the grain and seed trade on approval of the buyer, and J. M. King, the manager and inventive genius, announces that the rush of business within the last summer has necessitated the remodeling of the plant.

Passaic, N. J.—The following elevators have installed Richardson automatic scales: Healy Co-Operative Ass'n, Healy, Kans.; L. E. Dye, Fostoria, Kans.; Sanger Mill & Elevtr. Co., Sanger, Tex.; F. D. Walters, Studley, Kans.; Farmers Elevtr. Co., Nunda, S. Dak.; Farmers Elevtr. Co., Walnut Grove, Minn.; Hays City Mill & Elevtr. Co., Hays City, Kans.; Ordway Equity Exchange, Lincoln Siding, S. Dak.; Farmers Elevtr. Co., Fonda, N. D.; Winship Equity Exchange, Mohall, S. Dak.; Model Milling & Elevtr. Co., Briggsdale, Col.; Farmers Equity Elevtr. Co., South Shore, S. Dak.; Farmers Equity Exchange Elevtr., Alicia, N. D.; Pomona Valley Farmers Elevtr. Co., Edgeley, N. D.; Farmers Elevtr. Co., Pukwana, S. Dak.; Madison Mill & Elevtr. Co., Madison, S. Dak.; Magnolia Farmers Elevtr. Co., Magnolia, Minn.

THE COMMISSION has scheduled the Western grain transit case for hearing at Chicago on Sept. 16 before Examiner Watkins.

## Program Michigan Bean Jobbers Meeting.

The Michigan Bean Jobbers Ass'n will hold its 24th annual convention Sept. 13 and 14 at Grand Rapids, Mich., with headquarters at the Pantlind Hotel. Two sessions will be held, one at 2:30 Wednesday afternoon and the other at 9 a. m., Thursday, with a banquet at 7 p. m., Wednesday. The program follows:

WEDNESDAY, SEPT. 13, 2:30 P. M.

Call to order by the President.  
Address of Welcome—Hon. Geo. P. Tilma, Mayor of Grand Rapids.

Response—F. F. Flaherty, Charlotte.

President's Address—W. J. Orr.

Appointment of Com'tees.

"The Work of the Bureau of Chemistry, Dept. of Agriculture, Washington, D. C., with reference to the Protection of the Public against Adulterated Foods, and particularly what has been done under the Food and Drugs Act regarding Canned Beans"—W. P. Jones, Ass't Chief of the Bureau.

"A Canner and Bean Grower"—Dr. W. D. Bigelow, Chief Chemist of National Canners Ass'n, Washington, D. C.

"Michigan and the Pere Marquette"—Paul King, Receiver.

"The Crop and Marketing the Same"—Hon. Jas. N. McBride, Agricultural College.

"Bean Growers and Bean Jobbers." General discussion led by Hon. A. B. Cook, Owosso, Pres. Bean Growers Ass'n.

"Beans"—W. R. Roach, Hart.

"Yellow Eye Beans"—H. A. Doty, Geneseo, N. Y.

THURSDAY, SEPT. 14, 9 A. M.

Report of Inspector—E. W. Burkhart, Fowlerville.

Report of Treasurer—Fred Welch.

Report of Scale Com'tee—Fred W. Kinde, E. W. Burkhart and K. P. Kimball.

Report of Com'tee on Statistics—F. F. Flaherty, John McAllister and Geo. F. Diamond.

Report of Com'tee on Arbitration—Joseph Frutchey, C. Breisch and L. W. Murray.

Report of Transportation Com'tee—W. I. Biles, J. E. Burroughs and H. P. Kimball.

"Brokerage"—E. T. Bonney, Boston, Mass.

Report on Bag Proposition. Open for general discussion. Report of Com'tee on Amending Rules, Regulations, By-Laws, and Adoption of New Contract Betwixt Buyer and Seller.

Election of Officers.

### ENTERTAINMENT.

Banquet in Banquet Room at Pantlind Hotel at 7 p. m. on Wednesday, Sept. 13.

MILLERS NATIONAL FEDERATION, which has taken much interest in the federal grades, will be represented at the Baltimore convention of the Grain Dealers National Ass'n by Fred J. Lingham of Lockport, N. Y.; A. C. Harvey, Philadelphia, Pa., and A. P. Husband, sec'y, Chicago, Ill.

**BALTIMORE**  
**I'LL SEE YOU AT**  
**BALTIMORE**  
September 25-27, 1916.

## Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. P.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.75.

## GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

## GRAIN SHIPPING LEDGER

Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.75.

## Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.

## Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½x12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.75.

## Grain Dealers Journal

La Salle St. Chicago, Ill.

## Receiving and Stock Book

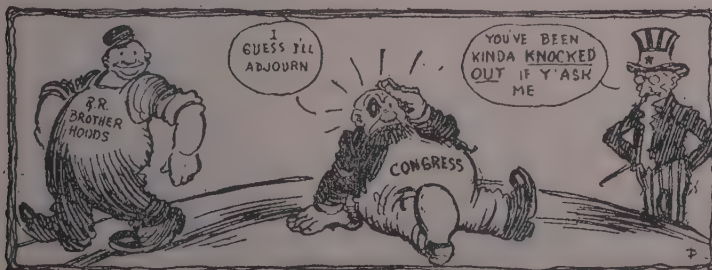
FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with leather back and round corners. Price, \$1.75.

## GRAIN DEALERS JOURNAL

La Salle St. Chicago, Ill.

## Why Congress Surrendered.



Shippers Will Pay the Bill.

From Chicago Post.



## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**Western Trunk Lines Sup. No. 11 to Cir. 1-M** gives rules, regulations and exceptions to classifications, effective Oct. 1.

**Erie Sup. No. 5 to 182-B** gives rates on grain and products and by-products from Ill. and Ind. points to C. F. A. points, effective Oct. 1.

**Canadian Pacific Sup. No. 4 to E-1612** gives rates on corn from Detroit, Mich., to Canadian Pacific stations and connections, effective Sept. 1.

**St. L. & S. F. Sup. No. 21 to 1558-A** gives rates on grain between Mo., Ill., Wis. and Minn. points and Ark., Ill., Kan., Mo. and Okla. points, effective Sept. 28.

**N. Y. C. Sup. No. 4 to 3688** gives rates on grain and products from Ont. and St. Lawrence Division stations of N. Y. C. Ry. to N. Y. C. stations, effective Sept. 28.

**Wabash Sup. No. 1 to C-9906** gives rates on grain and products from Council Bluffs, Ia., Omaha and S. Omaha, Neb., Kansas City, Mo., to Ark. points, effective Oct. 23.

**St. L. & S. F. Sup. No. 25 to 1560-A** gives rates on grain from Ark., Ill., Ia., Kan., Mo., Neb. and Okla. points; also Memphis, Tenn., to Ark. points, effective Sept. 29.

**C. I. & L. Sup. 13 to 908-C** gives rates on grain, grain products and by-products from Chicago, Hammond, Ind., and other Ill. points to east and Virginia cities, effective Sept. 20.

**C. C. C. & St. L. Sup. No. 3 to 1360-F** gives rates on grain and products from C. C. C. & St. L. stations and connections to Ill., Ind., O., Mich., and Ky. points, effective Sept. 20.

**Michigan Central Sup. No. 5 to 9078-C** gives rates on grain and products from Michigan Central stations and connections to eastern U. S. and Canadian basing points, effective Oct. 1.

**I. C. Sup. No. 13 to 4553-D** gives rates on grain products from Ill., Ia., and Mo. points to St. Paul, Minneapolis, Minnesota Transfer and Duluth, Minn.; also stations in Wis. and Mich., effective Oct. 2.

**N. Y. C. Sup. No. 4 to 3689** gives rates on grain and products from Mohawk, Syracuse, Rochester and Buffalo Division stations of N. Y. C. Ry. to Ont. & St. Lawrence Division stations, effective Sept. 28.

**M. & St. L. Sup. No. 10 to 1608-B** gives rates on wheat and corn to be milled in transit from Mo. river points originating beyond to Chicago and Peoria, Ill., and rate points; also Streator, Ill., effective Sept. 7.

**C. M. & St. P. Sup. No. 2 to 12831-A** gives rates on grain between Chicago, Ill., Milwaukee and Racine, Wis., and rate points and C. M. & St. P. stations and connections in Ill., Mich. and Wis., effective Oct. 1.

**C. B. & Q. Sup. No. 12 to 849-E** gives rates on grain and products from C. B. & Q. stations in Ill., Ia. and Mo., and connections to Atlantic Seaboard, interior points and eastern Canadian points, effective Sept. 15.

**I. C. Sup. No. 4 to 117-F** gives rates on grain and products from I. C. stations in Ill., Ind., and Wis., to southern points; also to I. C. stations south of Ohio River, except stations east of Paducah, Ky., effective Sept. 25.

**C. B. & Q. Sup. No. 3 to C. B. & Q. 3662-F and Q. O. & K. C. Cir. 186-E** is a grain and seed circular naming regulations on grain, grain products, seeds, etc., traffic, including general arrangements for stopping in transit to shell, clean, etc., effective now.

**C. B. & Q. Sup. No. 16 to 1346-E** is a local, joint and proportional freight tariff on grain and grain products, carloads, between Chicago, Peoria, Quincy, E. St. Louis, etc., and stations on C. B. & Q. Ry. in Ill., etc., effective Aug. 15.

**C. & E. I. Sup. No. 9 to 622-C** gives local, joint and proportional rates on grain and grain products, also corn cobs, broom corn and seeds from stations on the C. & E. I. R. R. to points in states east of the Mississippi river, effective Oct. 1.

**C. B. & Q. Sup. No. 2 to C. B. & Q. 3662-F and Q. O. & K. C. Cir. 186-E** is a grain and seed circular naming regulations on grain, grain products, seeds, etc., traffic, including general arrangements for stopping in transit to shell, clean, etc., effective Aug. 1.

**C. B. & Q. Sup. No. 2½ to C. B. & Q. 3662-F and Q. O. & K. C. Cir. 186-E** is a grain and seed circular naming regulations on grain, grain products, seeds, etc., traffic, including general arrangements for stopping in transit to shell, clean, etc., taking effect Sept. 11.

**C. B. & Q. Sup. No. 73 to C. B. & Q. 3200-B and Q. O. & K. C. 1240-A** gives local, joint and proportional freight rates on grain, grain products, etc., between Mo. river points and Chicago, Ill., St. Louis, Mo., St. Paul, Minn., Winona, Minn., LaCrosse, Wis., etc., effective now.

**C. B. & Q. Sup. No. 72 to C. B. & Q. 3200-B and Q. O. & K. C. 1240-A** gives local, joint proportional freight rates on grain and grain products, etc., between Mo. river points and Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., etc., effective Aug. 21.

**N. Y. C. Sup. No. 16 to ICC A-3223, L. S. & M. S. Series**, gives rates on grain and products, and articles taking same rates, from Bellevue, O., Buffalo, N. Y., Cleveland, Clyde, Sandusky, and Toledo, O., and other N. Y. C. stations and connections to C. F. A. points, effective Sept. 15.

**Illinois Central Sup. No. 4 to 117-F** gives rates on grain and products from I. C. stations in Ill., Ind. and Wis. points; also St. Louis, Mo., and connecting line stations to southern points; also to I. C. stations south of the Ohio river, except stations east of Paducah, Ky., effective Sept. 25.

**C. & A. Sup. No. 45 to 1604-A** gives local and joint freight rates on grain and grain products, carloads, between Chicago, Joliet, Peoria, Pekin and E. St. Louis, Ill., etc.; also St. Louis, Mo., and stations on the C. & A. Ry., C. & I. M. Ry. in Ill. to stations in Ill. on connecting lines, effective Sept. 30.

**C. B. & Q. Sup. No. 1½ to C. B. & Q. 3457-G and Q. O. & K. C. Cir. 112-H** is a joint freight tariff naming rules and regulations affecting freight on I. & St. L. Ry., Q. O. & K. C. R. R., R. F. L. & N. Ry. and T. & N. Ry., including reconsigning rules, restrictions as to acceptance of freight charges on private cars, refrigeration, etc., applying only on Ill. State traffic, effective now.

**C. B. & Q. Sup. No. 12 to 849-E** gives rates on grain and grain products, carloads, from stations on the C. B. & Q. in Ill., Ia., and Mo., stations on the Chicago, Aurora & DeKalb Ry., Rock Island Southern R. R. and Rock Island Southern Ry.; also from Victoria, Ill. (Galesburg & Great Eastern Ry.) to Atlantic Seaboard, interior points and eastern Canadian points, effective Sept. 15.

**C. B. & Q. Sup. No. 22 to 1362-I** is a local, joint and proportional freight tariff of grain, grain products and seeds, carloads, between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., etc., and stations taking same rates, and stations in Ill., Ind., Ky., West Bank Mississippi River points (Dubuque, Ia., to St. Louis, Mo., inclusive), also Green Bay, Kewaunee, Wis., etc., also to points east of the Illinois-Indiana State Line or south of the Ohio River, effective now.

**C. C. C. & St. L. Sup. No. 8 to 833-J** gives rates on grain and by-products of grain from C. C. C. & St. L. stations and connections to Buffalo, N. Y., Pittsburgh, Pa., Wheeling, Parkersburg, Charleston, W. Va. and rate points, effective Oct. 1.

**C. C. C. & St. L. Sup. No. 8 to 833-J** gives rates on grain and by-products from C. C. C. & St. L. stations and connections to Buffalo, N. Y., Pittsburgh, Pa., Wheeling, Parkersburg, Charleston, W. Va., and rate points, effective Oct. 1.

**C. B. & Q. Tariff. 1921-E** gives local and proportional freight tariff naming switching charges between industries, etc., on C. B. & Q. Ry. tracks at Chicago, Hawthorne and Clyde, Ill., stations, and junctions of connecting lines; also from one location to another on C. B. & Q. Ry. tracks, effective Sept. 5.

**A. T. & S. F. Tariff 5655-V** gives joint and proportional freight rates applying on grain and grain products, hay, straw and broom corn, carloads, from points in Kan., Colo. (east of Colo. common points), N. M. and Okla.; also Superior, Neb., to Galveston, Tex., Port Boliver and Texas City, Tex., when for export only, effective Sept. 26.

**C. B. & Q. Sup. No. 47 to C. B. & Q. 5400-A, Q. & K. C. 1245 and C. & N. W. 11056-A** gives local and joint freight rates on broom corn, flaxseed, grain, grain products, etc., carloads, between Omaha, Neb., Sioux City, Ia., St. Joseph, Kansas City, Mo., etc., and stations on the C. B. & Q. Ry. (lines west of Mo. river), R. C. B. H. & W. R. R., C. & N. W. Ry., etc., effective Aug. 25.

**C. I. & L. Sup. No. 3 to 933-F** is a terminal tariff showing switching charges to or from junction with connecting lines, list of industries at junction points, rules governing the absorption of connecting lines switching charges, drayage and transfer arrangements, rates and rules governing switching performed by the C. I. & L., at stations on the C. I. & L. Ry., effective Oct. 5.

**C. B. & Q. Sup. No. 21 to 6786-D** gives local, joint and proportional freight rates on grain and grain products, carloads, from stations on the C. B. & Q. and C. A. & De K. Rys. in Ill.; also Mississippi River points (Dubuque, Ia., to Louisiana, Mo., inclusive) to Prookport, Cairo, Metropolis and Mounds, Ill., Evansville, Ind., Cincinnati, O., Paducah and Louisville, Ky., etc., effective Aug. 25.

**C. B. & Q. Tariff 3457-G and Q. & K. C. Circular 112-H** gives rules and regulations affecting freight traffic on I. & St. L. Ry., Q. O. & K. C. R. R., R. P. L. & N. Ry. and Tabor & Northern Ry., including reconsigning rules, restrictions as to acceptance of freight and freight requiring prepayment or guarantee, mileage payments and rental charges on private cars, refrigeration, etc., taking effect Sept. 1.

**Board of Trade Bul. No. 378, Chicago**, advises that publication has been made effective Oct. 1 of through rates on oat screenings and barley screenings, carloads, from Minneapolis, Duluth, Minn., and other Lake Superior ports (on shipments originating north and west thereof) to points in eastern trunk line territory, for domestic consumption (points east of, but not including the western termini of trunk lines, Buffalo, Pittsburgh, etc.). These thru rates apply via Chicago, with transit privilege, and are the same as those applicable to oats and barley from Minneapolis, Duluth, etc., on the basis of 23.3c per 100 lbs. to New York, domestic, giving proportion of 15.8c per 100 lbs. from Chicago to New York, domestic, or 1c per 100 lbs. less than the regular reshipping rates. The minimum weight basis provided for oat screenings and barley screenings is the same as that for oats and barley under the Official Classification, namely, 48,000 lbs. for oat screenings and 56,000 lbs. for barley screenings. Therefore, shipments loaded and billed to Chicago under the western carriers' minimum weight basis of 30,000 lbs. for grain screenings will, on reforwarding under the through rates, be set up to the Official Classification basis as applicable from point of origin to destination.



C. M. & St. P. Sup. 38 to 9200-A gives rates on grain between Kansas City, St. Joseph, Independence and Sugar Creek, Mo., Atchison and Leavenworth, Kan., and stations in Ia., Mo., Minn., N. D. and S. D. on the C. M. & St. P. Ry. and connections, effective Oct. 1.

C. B. & Q. Sup. No. 1 to C. B. & Q. 3457-G and Q. O. & K. C. Cir. 112-H is a joint freight tariff naming regulations on I. & St. L. Ry., Q. O. & K. C. R. R., R. P. L. & N. Ry. and T. & N. Ry., including reconsigning rules, restrictions as to acceptance of freight and freight requiring prepayment or guarantee, mileage payments and rental charges on private cars, refrigeration, etc., effective Sept. 7.

A. T. & S. F. Sup. No. 2 to 7481-E is a joint freight tariff applying on grain products and seeds, carloads, from stations in Colo., Kan., Mo. and Okla.; also Superior, Neb., on A. T. & S. F. Ry., G. C. & S. F. Ry., L. & T. Ry. and K. Sou. Ry., etc., to points in Ala., Ark., La., Mo., Miss., Okla., Tenn. and Tex., on or reached via the K. C. Sou. Ry., Mo. Pac. Ry., St. L. & S. F. R. R. and connections, effective Oct. 8.

C. B. & Q. Sup. No. 24 to 1362-I gives rates on grain, grain products and seeds, carloads, between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., etc., and stations taking same rates, and stations in Ill., Ind., Ky., West Bank Mississippi River points (Dubuque, Ia., to St. Louis, Mo., inclusive), also Green Bay, Kewaunee, Wis., etc., also points east of the Illinois-Indiana State Line or south of the Ohio River, effective Sept. 25.

C. B. & Q. Sup. No. 37 to C. B. & Q. 4000-B and Q. O. & K. C. 1244-A is a local, joint and proportional freight tariff on grain, grain products and seeds and articles taking same rates between Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis and St. Paul, Minn., and stations taking same rates or arbitraries higher, and stations in Iowa and Missouri (except Missouri River crossings); also from stations in Iowa and Missouri (except Missouri River crossings) to Brookport, Ill., Metropolis, Ill., Cairo, Ill., Memphis, Tenn., Mobile, Ala., New Orleans, La., etc., effective now.

## A 25,000 Bus. Concrete Elevator for Washington.

Washington is the last place in the country where one would expect to read of a grain elevator being built. This city has so long been associated in our minds with the government that few realize there is any other business carried on at the Capitol, except that directly connected with the home office of Uncle Sam. It will no doubt be a surprise to some of our readers to learn that several elevators and a flour mill are located in Washington and that two new elevators have been built during the past year, one of which, a 25,000 bus. reinforced concrete house, is just being completed for The Wilkins-Rogers Milling Co.

The rapidly growing business of this firm necessitated additional grain storage and handling facilities and after a thorough investigation of the different types of buildings they decided on a reinforced concrete structure. Early in their investigations they came to the conclusion that nothing but an absolutely fire-proof elevator would be considered, and as the available site and foundation conditions were somewhat unusual, concrete was particularly fitting as it not only possessed the fireproof qualities, but also had extraordinary flexible structural possibilities.

Our illustration shows the elevator about completed and ready for the machinery. The building occupies a ground area of 27'4"x27'4" and is 73'3" high to the top of the roof. The foundation is made up of a reinforced concrete slab projecting above the ground level and resting on heavy concrete piers, that extend to solid rock, all tied together and heavily reinforced as the building is located immediately along side of the tail race of the water wheel. A concrete tunnel extending under the center of the building and connecting with the basement of the mill has a steel window at the end for light and ventilation.

The storage part of the building consists of four circular concrete bins 12'9" in diameter and 65'6" deep, arranged with the walls joining so as to form a center bin that is utilized. The walls of the bins are extended to a sufficient height to enclose a passage-way over the bins, which contains a concrete walk protected by steel hand-rails. Solid steel sash, glazed with one-quarter inch wired glass and with pivoted ventilating sections are built in the outside walls. The elevator which is fireproof is covered with a concrete roof slab on which a tarred felt and gravel roof is laid.

The machinery equipment consists of a steel encased elevator leg, and screw conveyors under and over the bins, with necessary steel spouts and valves, arranged for receiving and delivering grain, and turning it over in the bins when necessary. An additional leg was installed in the mill building, with connections to the present conveyors and milling bins. A head house was built on the mill building to enclose the leg machinery drives and stairway.

The building was designed and erected by Deverell, Spencer & Company, and the machinery was furnished by the Weller Manufacturing Co.

## New Firm Joins Detroit Trade.

The rapidly increasing grain trade of Detroit has acquired a new and progressive grain firm in the organization of Dodd, Martin & Co., who have opened offices in the Penobscot Bldg., and will undoubtedly prove to be one of the important forces in the development of the Detroit market.

The new firm, which is incorporated under the laws of Michigan, will deal in cash and grain futures, stocks and bonds, and later will erect or lease a terminal elevator. It will have memberships on the Detroit Board of Trade as well as the Board of Trade of Chicago. The private wire service of Harris, Winthrop & Co. of Chicago and New York has been secured, and the office as well as customers of this firm will be kept in close touch with all grain markets and the principal stock exchanges.

The officers of the concern are men of long experience and wide acquaintance in the trade, and well equipped to handle the organization they have begun with efficiency and success. Paul A. Kehrig, president, for many years a resident of Detroit, is a native of Bordeaux, France, and has had a wide experience in handling stocks and bonds in Europe as well as in this country. Charles H. Dodd, secretary, has been identified with the grain trade for many years, having been connected with Bartlett, Frazier & Co., and the cash grain department of the Quaker Oats Co. His experience on the Board of Trade in his latest connection with the cash grain department of Harris, Winthrop & Co. will be of especial value to patrons of this new firm. The treasurer, Chester M. Martin, is a well known grain man of Detroit. He was at one time with J. S. Lapham & Co. of that city. He later managed the Union Depot Elevator of Detroit, and has for the past few years been at the head of the cash grain department of H. C. Carson & Co. His experience before entering the grain business as contracting export and import freight agent for the Canadian Pacific Railway and that company's steamship line will be of great value in Detroit, as he is well acquainted with the milling and grain trade throughout the Central States, the eastern Canadian provinces and New England.



A 5-Bin Concrete Storage Elevator of 25,000 bus. Capacity.



## Feedstuffs

THE CEREAL MILLS Co. of Marshfield, Wis., has increased its grain and feed warehouses 50%.

A FEED MILL will be installed in the new building recently erected by Coulson Bros., Napavine, Wash.

THE BJERKE BROS. FEED MILL at Waterville, Ia., was destroyed by fire recently. It was not covered by insurance. The loss was about \$5,000.

THE VACANT MILL of the Alfalfa Milling Co., Fremont, Neb., was burned to the ground Aug. 23. The loss is estimated at \$5,000, partly covered by insurance.

A. L. STONE, Wisconsin's official seed inspector, was elected president of the National Ass'n of Official Seed Analysts at the recent meeting held in Minneapolis, Minn.

THE VIRGINIA FEED & GRAIN Co., Petersburg, Va., recently ordered a Richardson Automatic Overhead Portable Sacker to handle 2 to 5 bus. of oats per discharge.

THE RALSTON PURINA Co., St. Louis, Mo., has registered the words "Good Luck" as a trade mark for stock feed, horse feed, swine feed, sheep feed, dairy feed and poultry feed.

THE VAN VECHTEN MILLING Co., Inc., Rochester, N. Y., have registered the words "Van Vex" as a trade mark for its scratch grains, bran, yellow maize, rye meal and pastry, bread, buckwheat, graham, rye, entire-wheat and pancake flour.

THE NECESSITY of exercising care in the analyses shown upon feed packages is emphasized by A. P. Husband, sec'y, Millers National Federation, who points out that the content of feed varies from crop to crop, and it is important at the beginning of a new crop that feeds be analyzed to see that they come within the limits indicated by the labels under which they are sold. While it is true that the federal regulations do not demand that analyses of feeds be shown on the packages, practically every state does demand this information, and as the federal regulations require that any statement upon a package of food or feed-stuff shipped in interstate commerce must be a true statement, all feeds shipped in interstate commerce (which must show the analysis to comply with state regulations) thus automatically become subject to the inspection of the Bureau of Chemistry of United States Department of Agriculture.

### Exports of Feeding Stuffs.

Exports of feeding stuffs during June, 1916, compared with June, 1915, and during the 12 months ended July 1, 1916, compared with the corresponding period ended July 1, 1915, according to the United States Bureau of Foreign and Domestic Commerce, were, in tons, as follows:

	June, 1915.	June, 1916.	12-mos. ended July 1, 1915.	12-mos. ended July 1, 1916.
Bran and mid- dillings	1,062	644	11,426	14,613
Dr. grns. and mil. sprts.	56	190	7,500	1,638
Mill feed	535	659	25,459	25,652
<b>OIL CAKE AND OIL CAKE MEAL (LBS.)</b>				
Corn	773,750	352,193	17,789,655	8,967,826
Cotton- seed	28,816,215	11,413,742	318,366,525	266,529,960
Linseed, gal.	33,121	83,552	1,212,122	714,120

A MIXED FEED PLANT is being erected at Jackson, Miss., by the Royal Feed & Milling Co. of that place. The plant is to be a five story building, and will have a capacity of 400 tons of molasses feed daily.

THE SPARR CEREAL Co. of Marshfield, Wis., has enlarged its corn and feed mills, increasing the output of hominy feed and stock feeds, and the company now ships in bulk as well as sacked feed. The company has also gone into whole grain and poultry business, and is located on three roads, C. & N. W., Soo Line and Omaha Ry.

THE NEW PLANT of the Syracuse Milling Co., Syracuse, N. Y., replacing the one which burned a year ago, has recently been put in operation. It has a milling capacity of 200 tons per day of stock, dairy, horse and poultry feeds. Storage room is provided for 70,000 bus. of grain, and for 50,000 bus. of finished product. It has a receiving capacity of 25,000 bus. per day. The plant is of fire proof construction, and electrically operated, power being taken from Niagara Falls.

THE WHEATLAND ALFALFA MILL at Wheatland, Wyo., has reopened for business under new management. It has recently been made one of a chain owned and operated by the Western Alfalfa Milling, Mfg. & Elec. Co., of which Nixon Elliot is vice-pres., and he has charge of four mills owned by the company, two in Colorado and a third in New Mexico, the latter being the largest in the world. S. G. Coon will be the local manager of the mill at Wheatland.

### Feedstuffs Movement in August.

Receipts and shipments of feeding stuffs at the various markets during Aug., 1916, compared with Aug., 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	36,186,000	33,570,000	84,801,000	85,330,000
St. Louis, sks.	87,550	193,800	63,590	169,540
San Francisco, tons	3,044	417	.....	.....
Kansas City, tons	2,320	1,840	11,530	11,220
New York, lbs.	1,260	.....	83,040	.....

A CAR OF DISTILLERS' GRAIN took fire at Bethany, N. Y., recently and was destroyed. The warehouse of J. W. Burke was saved by running the burning car away from the building.

A CHARTER has been issued to the J. P. Case Feed Co., Jellico, Campbell County, Tenn., with a capital stock of \$10,000. Incorporators are J. M. Atkins, J. L. Fletcher, William Grait, J. P. Case and others.

THE REX MILL & FEED Co. is a new feed concern that has recently opened a plant at Nashville, Tenn. The plant has a capacity of 200 tons of dairy, horse and poultry feed daily. J. N. Covington and A. W. Kirkman are managers.

ST. JOSEPH, Mo.—The new plant of the Excello Mfg. Co. is practically completed. It has 12,000 bus. storage capacity besides the hay warehouse. A Barnard & Leas 9x18 Double Roller Mill has been installed. The whole building is metal, covered with patent roofing. Frank Kaucher has the contract.

### Colorado Elevator and Warehouse.

Besides its famed gold mines and Rocky Ford melons the sunshiny state of Colorado stands high as a grain producer in point of yield per acre, and where the farmers specialize on grain the volume of business warrants the grain shipper in erecting bulk handling facilities as well as a warehouse for sacked stuff, so common in the west.

At Grover in Weld County in the northeastern part of the state the Grover Clearing House Ass'n has erected the neat elevator and warehouse combined shown in the engraving, on the line of the C. B. & Q. Railroad.

The elevator has a capacity of 15,000 bus., and the warehouse is 38x48 ft., equipped with 4-bu. Richardson Automatic Scale, 5-ton Fairbanks Wagon Scale, Fairbanks Type Z 10-h.p. Engine; Barnard & Leas Cleaner and Birchard Distributor. The building is of cribbed construction, iron clad and was erected by W. H. Cramer. The manager is G. G. Kirkpatrick.



Elevator and Warehouse of Grover Clearing House Ass'n at Grover, Colo.

### War Affecting the Grain Trade.

THE EXPORT OF OATS and barley of the new harvest has been prohibited by the Roumanian Government.

HARVESTING IN FRANCE is finished; yields are small and quality unsatisfactory. A semi-official report places the import needs at 120,000,000 bus.

THE RELEASE of 35 Dutch grain carrying ships detained at British ports was reported Aug. 30 to the Department of Commerce by the American Commercial Attache at The Hague.

EXPORT OF CORN and cornmeal from Spain is temporarily prohibited by a Spanish Royal Order, which, however, continues their duty-free import, except corn destined for distillation of alcohol.

BARLEY AND OATS ACREAGES in Scotland during 1916 show increases of 23,000 and 3,000 acres, respectively, compared with the figures for 1915, while wheat shows a decrease of 13,000, according to estimates prepared by the Board of Agriculture.

ALL GRAIN CARGOES destined to consignees in the Netherlands are now being seized by the British, the only ground offered for the action being that the grain thus imported is being used for the distillation of spirits, which is shipped to Great Britain's enemies. British seizures of grain cargoes in the last month amounted to 50,000 tons.

SHIPS BOT ABROAD by citizens of Italy as well as all ships built in the country in the next two years will be exempt from taxation for a period of 4 years. Materials for building ships will enter duty free, and subsidies will be paid of \$16 a ton on hulls and \$20 on machinery. Measures to this effect have been adopted by the Italian government for the purpose of upbuilding its merchant marine.

IF ENGLAND buys Roumanian grain to let it rot rather than to allow us to have it, we can do the same thing by manipulating the grain markets where our enemies buy, and which are also accessible to us. If the corners in the Chicago and New York markets are possible in peace times, they are more so now, when the demand for grain is so keen and crops in America and enemy countries are so poor. —*Berlin Post.*

CONSIDERABLE IMPROVEMENT in the provisioning of the Polish people is looked for, as the crops in the occupied portions of the country are turning out good. Having been blocked by the Allies in their attempts to obtain food for the starving Poles thru Sweden, and later thru American channels, the Germans turned their attention to cultivating the areas under their jurisdiction, and the result has been very satisfactory.

THE WAR has materially affected the trade in the Philippines, according to the annual report of the Bureau of Customs, which states that the outbound trade was the largest during the past year that it has been since American occupancy and reached a total value of \$103,125,187. The largest import item was rice, importations being valued at \$6,724,275, an increase of \$3,498,127 over that of 1914. None of this rice, however, was taken from the United States.

AN APPEAL to the women of rural Germany to divide their food with the women and children of the towns and cities has been made by Herr Von Batocki, president of the German Food Regulation Board, who says in his appeal, "Tho the harvest this year is, in general, abundant and the cattle have recovered from the effects of the fodder scarcity of last winter, caused by the failure of crops, the produce must be rightly distributed to those who require it."

THE AUSTRALIAN WHEAT POOL will continue another year. It is announced that a sale of 200,000 tons of wheat has been made to the French Government for delivery spread over 12 months, at current prices. Arrangements have been made with the British Government to advance sufficient money against the unsold wheat in the pool to enable the Government to liquidate the overdraft with the banks in Australia. The accounts of the pool in its present form are to be closed on Sept. 30, but the pool will require to be continued into next year, as it appears impossible to dispose of all the wheat this year, while the freight question will apparently continue to be more or less acute until the war terminates.

THE IMPORTS OF GRAINS by Switzerland were entirely satisfactory in 1915, according to the report of the commission charged by the Swiss government to render a report on the economic situation of the country, which has recently completed its work. It was shown, however, that in the first quarter of the year there was a deficit of 30% in the importation of foodstuffs, compared with Jan., Feb. and Mar. of 1913. Fodder imports declined 71,650 short tons to 11,574. In August, 1915, the high level of imports was reached, but by December the nation's supply had dwindled by half, despite the constantly arriving shipments at French and Italian ports. From August, 1914, until Jan. 1, 1916, it was shown that the Swiss bot 117 steamer-loads of wheat, 19 of oats, 18 of corn and 3 of barley.

THE DAMAGED GRAIN, amounting to 60,000 bus., taken from the steamer *Fremona*, which grounded near Anticosti, was sold at public auction recently to John Ward of Montreal.

# HESS-DRIED CORN

is one of Baltimore's leading features. It is made in **HESS DRIERS**—and will keep any length of time—and will stand shipment safely to the end of the earth.

Ask for booklet on **HESS DRIERS**.

**HESS WARMING & VENTILATING CO.**

**907 Tacoma Bldg., CHICAGO**

MOISTURE TESTERS ALSO—OFFICIAL GLASS FLASKS OR IMPROVED COPPER FLASKS



## Supreme Court Decisions

**Right to Impose Demurrage Charges.**—Demurrage charges cannot be imposed by a carrier, the notice of arrival of goods or car shipments is given, until the shipment has actually arrived.—United States v. Phila. & R. Ry. Co. U. S. District Court, Pennsylvania, 232 Fed. 953.

**Crop Mortgage.**—Description of the premises in a mortgage of the crops to be grown on the "Lewis place" owned by the mortgagee in a certain county, it being long and notoriously so known, is sufficient to be notice.—Spiller v. W. J. Mann & Co. Court of Civil Appeals of Texas, 187 S. W. 1014.

**Commission Merchant.**—A factor or commission merchant is both a bailee and a sales agent, and is estopped from attacking the title of the consignor to the proceeds of property consigned to and sold by him until he has delivered such proceeds to the consignor.—Blackorby v. Friend, Crosby & Co. Supreme Court of Minnesota, 158 N. W. 708.

**Carrier Can Collect Undercharge After Giving Receipt in Full.**—The mere fact that a railroad accepted less than the full amount due and gave its receipt in full does not estop it to collect the sum fixed by schedules filed. Where the carrier accepted payment of demurrage charges and gave its receipt in full, the only effect was to deprive it of its lien on the property; but it could collect any sum due for storage charges.—in re Arlington Hotel Co. Court of Chancery of Delaware, 98 Atl. 186.

**Passage of Title to Shipment.**—Where goods were shipped on straight B/L and the consignee by contract released the carrier on delivery at its siding, the fact that a draft on the consignor's agent was attached would not rebut the presumption that title passed on delivery to the carrier, since the draft in no way affected delivery, as to which there was no indication on the bill of conditions precedent.—Buckeye Cotton Oil Co. v. Matheson. Supreme Court of South Carolina, 89 S. E. 478.

**Warehouse Receipts.**—The omission of one or more of the minor statements prescribed by section 2 of Act. No. 221 of 1905 does not invalidate a warehouse receipt in due form as to the essentials of such instruments. A warehouse receipt, stating the name of the depositor, the receipt of the goods, "deliverable only on the return of this receipt properly indorsed," with the legend, "Negotiable Warehouse Receipt," printed on the margin, sufficiently indicates that the goods were to be delivered to order of the depositor.—Arbuthnot, Latham & Co. v. Richheimer & Co. Supreme Court of Louisiana, 72 South. 251.

**Transactions Between Exchange Members.**—In suit for accounting by an exchange member to recover damages from deductions from his margin account on his settling a wheat sale contract, such settlement being attacked as based upon a conspiracy to "corner" the wheat market, where the petition did not allege what was in fact a reasonable market value of the wheat, but merely that the settlement price was a fictitious one in excess of the reasonable value, and the only evidence in the record was that the contract provided on its face that it was subject to the rules and regulations of an exchange, and that the exchange, in passing upon a dispute of like character between other members, had fixed the price on which this settlement was based as the reasonable market value, neither petition nor proof warranted recovery.—Albers v. Moffitt. St. Louis Court of Appeals, Missouri, 187 S. W. 903.

**Liability of Collecting Bank.**—A bank forwarding a draft for collection, with B/L, insurance policy, and bill of sale attached, is entitled to demand an accounting from its correspondent bank for the avails of the draft, and to resist an action for the recovery back of money which it had received from the correspondent bank upon the draft, although it may have had a guaranty against loss given by the drawer of the draft.—Russo-Chinese Bank v. Nat. Bank of Commerce. Supreme Court of the United States, 36 Sup. Ct. Rep. 652.

**Property Subject to Landlord's Lien.**—Where the rent contract for the lease of 200 acres of land, embracing 135 acres of cultivated land and 65 acres of pasture, stipulates that the rent on the cultivated land shall be payable in certain parts of the crop produced, and the rent for the pasture shall be payable 50 cents per acre, held, that the lien for the rent due upon the pasture land extends to and may be enforced against the crops grown on the cultivated land.—Dorsett v. Watkins. Supreme Court of Oklahoma, 158 Pac. 608.

**Farm Laborer's Lien.**—In an action to enforce a farm laborer's lien, brought only against the one for whom the labor was performed, after his mortgage of the crops and the mortgagee's sale thereof to a purchaser who was in possession prior to the filing of the lien or the suit to foreclose, such purchaser was a necessary party defendant, and, where he was not made a party or served with a summons within eight months, the lien was lost as to him.—Interior Warehouse Co. v. Hays. Supreme Court of Washington, 158 Pac. 99.

**Buyer's Remedy for Breach of Contract.**—Where one sells wheat in August and agrees to deliver the same September 15th or any time during the month of September before the 15th, and on September 9th notifies the purchaser that he will not deliver the wheat, the purchaser may go on the market at the place of delivery on September 9th and purchase the amount of wheat contracted for, and recover from the seller the difference between the contract price and that paid.—Kansas Flour Mills Co. v. Brandt. Supreme Court of Kansas, 158 Pac. 1120.

**Crop Mortgage.**—Where mortgagor of crop, under agreement with mortgagee removed crops from land and delivered them to defendant for sale in name of mortgagee, held, he was acting as agent of mortgagee, and, notwithstanding that, contrary to instructions, he delivered crops in his own name instead of that of the mortgagee, the mortgagee's lien was not lost under Civ. Code, § 2972, providing that crop liens continue so long as the crops, though severed, remain on the land.—Crosby v. Fresno Fruit Growers Co. District Court of Appeal, California, 158 Pac. 1070.

**Breach of Contract to Buy Seed.**—Where a contract for the sale of onions to be grown before time for performance was repudiated by the buyer, since one party cannot himself, by renunciation, rescind a contract, the seller could accept the repudiation at the time and sue for damages, or elect to consider the contract as still in force, treat the onions as the property of the buyer, and sell them at the time set for performance, damages being the difference between the price brought and the contract price.—Texas Seed & Floral Co. v. Chicago Set & Seed Co. Court of Civil Appeals of Texas, 187 S. W. 747.

**Crop Mortgage.**—Where defendant made advances to crop mortgagor during the time the crops remained on the land, he was charged with notice of the crop mortgage, and the subsequent delivery of crops to him by the mortgagor did not make the claim for such advances preferential to the mortgage lien. The consignee, to whom mortgaged crops were wrongfully delivered by the mortgagor who removed them from the land, has no right to the proceeds thereof as against the mortgagee, unless he be an innocent purchaser for value.—Crosby v. Fresno Fruit Growers Co. District Court of Appeals, California, 158 Pac. 1070.

**Shipper's Failure to Furnish Cargo.**—A shipping contract, binding the shipper to pay for space unused in a vessel by reason of the shipper's failure to furnish a cargo according to contract, held not unilateral, tho drawn, since the maritime rules expressly included in contract made plaintiff liable for failure to furnish ships specified in contract.—W. B. Clarkson & Co. v. Gans S. S. Line. Court of Civil Appeals of Texas, 187 S. W. 1106.

**Fire Set by Locomotive Engine.**—In action for loss by fire from locomotive sparks, evidence that locomotive passed shortly before fire, throwing out sparks, that wind was from locomotive, and that fire started on side towards locomotive held to sustain verdict for plaintiff. In actions for loss by fire from locomotive sparks, plaintiff may prove the origin of the fire by circumstantial evidence. In such actions, plaintiff need not prove his case beyond a reasonable doubt, but only by fair preponderance of evidence.—Slack v. St. Louis, I. M. & S. Ry. Co. Springfield Court of Appeals, Missouri, 187 S. W. 275.

**Transfer of Title.**—Where plaintiff consigned cars to its order at Kansas City, with directions to notify defendant and allow inspection, and sent the B/L with draft attached to a Kansas City bank, held, there was no delivery at Carbondale, Colo., where some of the cars were loaded. Where freight was consigned to the consignor's order, notify another and allow inspection, and the B/L sent to a bank for delivery to the party to be notified upon his paying an attached draft, held, that title did not pass until the purchase price was paid or tendered.—Roaring Fork Potato Growers v. C. C. Clemons Produce Co. Kansas City Court of Appeals, Missouri, 187 S. W. 617.

**Landlord's Lien.**—In an action for claim and delivery by a purchaser at sale under a landlord's distress proceedings against the party to whom the tenant turned over his crop without plaintiff's consent, the jury may find the damages at the highest value of the crop at any time between the day of service and the day of trial, though they are not obliged to. A tenant can harvest and prepare his crop for market, and as long as he retains it on the place or in his possession he can hold it until the rent is due, but if he removes it from the place, or parts with its possession, the landlord has the right to enforce his rent contract against it.—Hamilton v. Stubbs. S. C. Supreme Court of South Carolina, 89 S. E. 554.

**Carrier's Liability on Rejection by Consignee.**—"If the consignee rejects the goods, the carrier's liability as such ceases, and he becomes liable as warehouseman. As such warehouseman he is chargeable with the duty of notifying the consignor of the consignee's refusal to accept the goods, and with the further duty of holding the same subject to the order of the consignor."—Alabama Great So. R. Co. v. McKenzie, 139 Ga. 410, 411, 412, 77 S. E. 647, 648 (45 L. R. A. [N. S.] 18). See, also, American Sugar Co. v. McGhee, 96 Ga. 27 (1), 34, 21 S. E. 383; Nashville, etc., v. Dreyfuss-Weil Co., 150 Ky. 333, 150 S. W. 321.—Atlantic Coast Line Ry. Co. v. Henderson Elevator Co. Court of Appeals of Georgia, 88 S. E. 101.

**Failure to File Claim Within Four Months.**—A provision in a B/L issued by a common carrier in 1912 covering an interstate shipment of grain, providing that claim for any loss incurred must be filed within four months after the delivery of the shipment, or in case of failure to deliver within four months after a reasonable time for such delivery, if fairly entered into by the carrier and the shipper, and not unjust or unreasonable under the circumstances of the particular case, is valid; and a failure to comply therewith on the part of the shipper, when such provision of the contract is properly pleaded and not waived by the carrier, bars a recovery.—Atchison, T. & S. F. Ry. Co. v. Cozart. Supreme Court of Oklahoma, 158 Pac. 933.



## Bloomington's Greatest Corn and Grain Show.

The corn palace at Bloomington, Ill., will this year be the scene of one of the greatest and best corn and grain shows ever held in Illinois, according to the Corn Show Com'ite. All citizens of McClean county are co-operating in an effort to make this, in the words of the com'ite, "the greatest show in the greatest corn country in the world." All are invited to take part in this show, which will last for 10 days from Oct. 18 to 28, inclusive.

This annual corn exhibit is undoubtedly the biggest feature in Illinois for the purpose of increasing interest in larger yields of better grain. The contest is framed for the particular interest of the non-professional corn grower, and as an educational feature it is of inestimable value to such growers. No grower can afford to lose sight of this fact, and should make it a point to take part in the exhibits this year. An aggregate of almost \$2,000 in prizes will be awarded, and many of the prizes included are well worth competing for.

According to the rules of the com'ite all exhibits must have been grown by the exhibitor in 1916. Entries should be delivered to the "Committee, Corn Palace, Bloomington, Ill.," Monday, Oct. 16. Entries close Wednesday noon, Oct. 18. Exhibits sent by express must have express charges prepaid, and should be addressed "Exhibit Committee, Corn Palace, Bloomington, Ill.," and plainly marked with name and address of sender. Notice should be given the Com'ite that exhibit is being sent. Each sample must be marked and tagged as to the class and lot in which it is to be entered. Further information regarding classifications of

exhibits, prizes, etc., may be secured by writing the sec'y of the Bloomington Commercial Club, Bloomington, Ill. Suggestions are solicited, and increased efforts to have every township in each county as well represented as possible is urged.

A show of this nature in one of the greatest crop producing states in the country is a factor of no little importance in the progressive development of all natural and commercial resources, and the practical results obtained from an active participation of all interests in the state will no doubt be well worth the efforts put forth in endeavoring to make the show a grand success.

THE GRAIN DEALERS JOURNAL is indispensable to any one in the grain business.—I. F. Hobson, Thomasville, Ill.

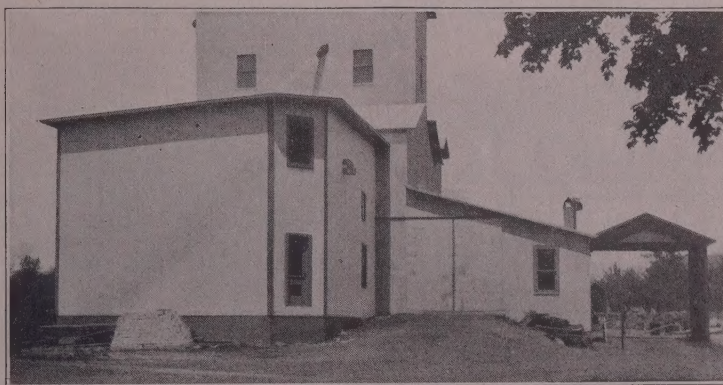
## Michigan Elevator Adds Small Mill.

Nearly every elevator at some season of the year faces the problem of surplus power and surplus labor. This problem has been settled for a good many elevators just as the Climax Elevator & Mill Co., of Climax, Mich., has recently settled it.

The company had a lot of surplus power and labor from its elevator and electric light plant. The small mill proposition looked good. Surplus power and surplus labor put into making flour the members felt would pay.

Last June it installed a 25 bbl. Midget Marvel mill with full equipment of feed grinding machinery, etc.

Knowing nothing of milling, the managers were delighted to find that during



Grain Elevator and Flour Mill of Climax Elevator & Mill Co. at Climax, Mich.

## He Tried to Fool Us—But He Now Says We Treated Him "LIKE FATHER TO SON"

OUR Special Miller Service Department is on the job with you right from the start—all the time—to help and tell you how to make the best flour and the most profits. Hundreds of "Midget" Flour Mill owners are making big money in this community flour business. Join this great new organization. Here's what one right up to date owner says:

Rockbridge, Ohio, August 7, 1916.

The Anglo-American Mill Company, Owensboro, Ky.  
Gentlemen: I have your report of the samples I sent you. I would say this: That maybe I did not give you a fair chance—those samples were not my usual way of grinding. I wanted to see if you were what you professed to be—an expert miller. I guess you know your profession. I am running every day and really am behind with my orders; had to turn some down. Everywhere my flour goes they like it awfully well. I thank you for the offer to help me supply the Blind Asylum with flour, but it is no use to go after it as I can get rid of all at home. I surely appreciate your way of doing business and the way you are willing to stand by and help your patrons. Your effort so far to help me make good has been the same as a father to his son, and I thank you for it all. Will send samples when I get more time. Wishing you a long and prosperous life, I am, Yours truly, T. A. WHARTON.

Investigate at once. Get started quickly, no matter where you live, with the right size

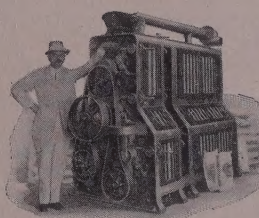
## "Midget" MARVEL FLOUR MILL (Self-Contained)

Get this special offer to first who write. We investigate your community conditions and demand at once. If not right, we advise you not to start. If right, we go to the limit with you.

The "Midget" Marvel is practically automatic—one man is sufficient. Earns from the start and soon pays for itself on 50% to 100% yearly profits on first small investment. Small space and little power required. With the aid of our Instruction Book, Confidential Selling Plans and Service Department you can become independent.

Don't wait another minute. Someone else may get ahead of you in your community. Write today for this free book.

THE ANGLO-AMERICAN MILL COMPANY, INC.  
435 Trust Building, Owensboro, Kentucky (28)



5 to 12 Feet, According to Capacity

## Write Today



## Book Sent FREE

June and July they had sold nearly 400 bbls. of flour without a kick. The elevator man never had any milling experience, but he has gone right along getting results that make him feel he is now ready to qualify in the miller's class.

This company has found the "Confidential Selling Plans," furnished by the Anglo-American Mill Company, to be of great help in starting it into this new business.

A mill house, 26x36 ft., has been built on to the elevator. The machinery is operated by an extension of the shaft from the elevator engine. Power is produced from low grade coal oil, which is bot in carlots and stored in an underground tank.

Keen competition of grain elevators will sooner or later compel many of them to devise ways of using their surplus power and labor. Nothing fits in better with an elevator than a small mill, and that small mills will pay in connection with elevators is not only proven by the experience of the Climax Elevator & Mill Company, but many others throughout the country who have within the last two years made similar installations.

CHANGES in the world's shipping on account of two years of war are not as great as generally supposed, records showing that the world's merchant shipping has decreased by only 406,416 tons since the outbreak of the conflict.

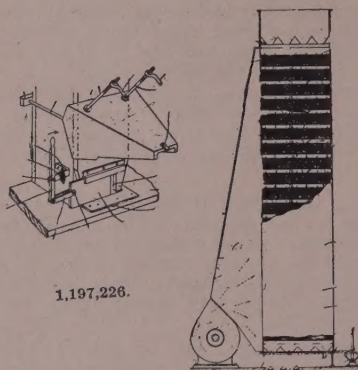
Rags of all kinds, string and rope will soon be bringing a price which will forbid its being thrown away. Old magazines and newspapers are also quite valuable. The rapidly advancing price of paper makes this waste more valuable each day.



## Patents Granted

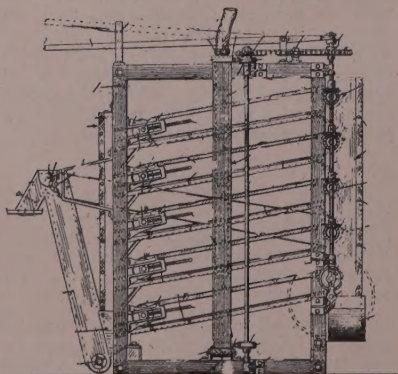
**1,196,979. Grain Drier.** (See Cut.) Oliver W. Randolph, Toledo, O. A grain chute composed of a pair of opposite sides, angled zigzag at equal angles from the vertical and at equal intervals of their lengths, and having a screen secured to each side between the sides at each inner angle, which extend downward and inward at an angle from the vertical, toward the opposite side. These screens, together with the inner angles of the sides form a passage for grain. End plates connect the sides, and together therewith enclose the grain passage between the screens and the inner angles of the sides, each end plate having air openings between the screens and alternate outer angles of the sides, forming end closures adapted to regulate the flow of grain from the chute.

**1,197,226. Grain Elevator.** (See Cut.) Frank Morris and Peter B. Kramer, Ritzville, Wash. An elevating conveyor is mounted to operate in an elongated vertical casing, the lower portion of the casing upon one side having an opening. A hopper is detachably connected to the side of the casing adjoining this opening, so that as grain is deposited in the hopper it will pass thru the opening and be picked up by the elevator. The opening has guides adjacent thereto, and a closure mounted on the guide for closing the opening. A pair of rods are pivoted to the side of the casing and passing thru the outer wall of the hopper. There are threads on these rods for clamping the hopper in a vertical position adjacent the opening, the hopper being tapering in front elevation, whereby the sides of the hopper will wedge in engagement with the vertical casing, which wedging engagement, together with the rods, will hold the hopper in a raised or tilted



1,197,226.

1,196,979



1,197,027.

horizontal position out of registration with the opening.

**1,197,027. Bean Sorting Machine.** (See Cut.) Howard M. Hoel and Frank Kiene, Frazee, Minn. A traveling endless apron travels thru a vibratory frame. A bean distributing device carried by this frame receives beans from a leg forming a part of the frame, and distributes them transversely over the apron. Means for delivering the beans into the leg is provided.

### Crop Improvement.

GRASSHOPPERS are reported doing considerable damage in the clover seeds of the great clover producing district about Twin Falls, Idaho. Owners of power sprayers have been requested to get out their machines and have them ready when the times comes for custom spraying.

TESTS DESIGNED to determine the relative value of broad casting, ordinary drilling and cross drilling have been carried on at Nephi, Utah, for several years. The broadcast plats have been practical failures each season that method of seeding has been tested, while the drilled plats yielded from 20 to 25 bus. per acre.

IMPROVED STRAINS of rye sent out from the Wisconsin University Farm last year are proving extremely satisfactory to the growers. On the lighter soils, farmers growing the improved rye report yields of from 5 to 10 bus. more than from their old common stock, while on the richer soils total yields of from 30 to 45 bus. per acre are reported.

TO STIMULATE INTEREST in growing red rock winter wheat, which is a variety highly recommended for Kent County, Mich., the Kent County Farm Buro is planning to secure a carload of about 800 bus. to be distributed among Kent County farmers to enter a contest in growing this wheat. The fields will be subject to inspection next spring, and the yields will be certified.

A WHEAT DISEASE known as Fusarium Blight has badly damaged a few wheat fields in Elkhart County, Ind., this year. Tho unusual it is a serious trouble, and should be checked, if possible. The disease is transmitted thru the seed, and possibly, to some extent, thru the soil. Seed for next season's crop should be purchased from outside territory, preferably the Northwest. To avoid infection from the soil a practical crop rotation system should be practiced so that wheat does not follow wheat.

CROP IMPROVEMENT succeeds wherever its teachings are put into practice. Community organization to combat unfavorable conditions is the best way to secure improvement in the growth of crops. In the past season the need of strong, healthy plants that will successfully withstand a long hot spell before harvest has been brot home more forcefully than ever before to many growers in different parts of the country. In many sections where crops have failed, the seed is weak and degenerate. The opportunity is at hand to take advantage of the unfavorable conditions and to unite upon a line of seeds of assured vitality, cutting out the mongrels and getting a fresh and better start. This unity of action should be more general, and would result in much improved conditions at harvest time in many communities, where haphazard individual methods now in course cause much trouble and damage.

A PROJECT to establish a seed corn week in all the states in the corn belt, the purpose of which is to have the public

schools during that week devote one or more days to the selection of seed corn in the field for all of the farmers in the respective school districts, has been put up to the governors of these states, who have been requested to ask the Agronomy Departments in the corn belt for proper dates to designate as seed corn week. The same dates cannot be recommended for all of the states nor can the same dates be fixed each year on account of the difference in the season.

STRIPED RUST, which is so serious in European grain fields, was found in two fields of wheat in the Boise Valley, Idaho, upon a recent inspection made by H. B. Humphrey of the U. S. Department of Agriculture. It was also noticed on foxtail grass in fence rows. Loose smut, too, was very prevalent in the fields. With reference to the striped rust it is urged that every farmer acquaint himself with this disease and that all keep down foxtail grass and other weeds from the fence rows and ditch banks. In this way they will help keep their farms from becoming seeded to noxious weeds.

THE RISK of leaving seed corn in the field after danger of frost is due to the fact that during that time the moisture content is high. If left in the field this corn is bound to be damaged by the frost. Corn will shrivel to a greater extent when gathered early, if picked too immature, and the kernels will have a tendency to be starchy. This practice continued from year to year will tend to produce an early maturing corn. Good ears may be selected at husking time later in the autumn, but they should be stored separately and very thoroly tested. The proper time to pick the seed must be observed to avoid injury from frost, moulding, sprouting and insect pests. Seed corn should not be left in the field after it has properly matured.

VERY LITTLE WHEAT is moving to ports in India for shipment, owing to scarcity of storage and the inability of shipping due to scarcity of tonnage. Holders are not pressing and actual clearances are light.

SEPTEMBER WHEAT at Rosario, Argentina, was reported selling at \$1.15 and it is figured out that on this basis and Broomhall's reports on freight rates, it would appear that our No. 2 hard winter wheat can be laid down in Liverpool at nearly 10c per bushel less than the Argentine wheat.

## Books Received

TRUST LAWS AND UNFAIR COMPETITION is the title of a report by Joseph E. Davis, Commissioner of Corporations of the Department of Commerce Buro of Corporations. This is a very comprehensive volume, dealing principally with the legislation and judicial decisions of the United States and of the chief foreign countries with respect to industrial combinations and unfair competition. It contains 11 extensive chapters of statistical evidence and information with respect to corporation laws, practices and regulation in the various countries. Exhibits from Canada, Australia, Germany, Italy, Russia, Roumania and Brazil are included in the book. It is paper bound and printed at the Government Printing Office, Washington, D. C.



# The GRAIN DEALERS JOURNAL.

## Insurance Notes.

A safety service is being conducted by the Millers Mutual Casualty Co., consisting of monthly calendars and bulletins, which are being sent out to members. These are designed to be posted on bulletin boards in convenient places in elevators and mills, for the purpose of keeping the necessity of safety constantly before the employees. The company is offering to furnish its bulletin service for one year to any firm that will install a bulletin board on which to post them, and to notify the company to this effect.

A new rating schedule for workmen's compensation risks was put into effect the first of September by the Illinois Branch of the Workmen's Compensation Service Bureau. This new schedule has been adopted by the Service Bureau to succeed the old schedule that has been in use for many years, but which contained some serious defects that it is hoped to remedy by enforcing a new schedule. One of the main troubles with the old schedule was the granting of too much discretion to the rater in giving credits which reduced the rate. While discretionary credits will still be permissible to some extent, their scope will be more limited. It was found that in the efforts to get business companies granted too much credit under the discretionary items. It is expected that the application of the new schedule will result in a slight advance in the rates on a number of the risks. The new schedule has just been put in operation, and it will take several months before its effect will be generally felt, and definite results obtained.

THE GRAIN DEALERS JOURNAL is the best published.—O. E. Scott, mgr., Albers Bros. Mfg. Co., Pocatello, Id.

THE INCREASE in American shipping since the outbreak of the European war amounts to 820,000 tons, most of which is due to the ship registry act of 1914 permitting American owners of ships under foreign flags to obtain the American flag and register. Other nations have been consequent losers. A total of 350,000 tons of British shipping, 150,000 of German shipping and 125,000 of shipping under other flags have secured American registry. The merchant marine of Germany, which is the greatest loser, has been lessened by 1,307,744, partly by transfer to other neutral flags, and by capture at the hands of enemy powers.

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary  
Write for Information  
Regarding Short Term Grain Insurance

## GALVANIZED CORRUGATED

Steel Siding, Roofing, Fireproof Window Frames, Sashes, Etc.



The  
SYKES  
Company  
Chicago, Ill.

Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

## \$1,250,000.00 Loss

chargeable principally to railroad hazard, machinery hazard, poor construction and carelessness, is the record of losses for 1915, paid by the Flour Mill and Grain Elevator Mutual Insurance Companies.

More than 90% of this loss could have been avoided. NOW is the time to clean up the premises, put your property in better operating condition and eliminate the known hazards.

Records of these losses and advice on Fire Prevention gladly furnished by

## THE MUTUAL FIRE PREVENTION BUREAU

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Chicago, Ill.

Western Millers Mutual Fire Insurance Co.,  
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Penna. Millers Mutual Fire Insurance Co.,  
Wilkes-Barre, Pa.

Mill Owners Mutual Fire Insurance Co.,  
Des Moines, Ia.

The Millers Mutual Fire Insurance Co.,  
Harrisburg, Pa.

Texas Millers Mutual Fire Insurance Co.,  
Ft. Worth, Texas.

Michigan Millers Mutual Fire Insurance Co.,  
Lansing, Mich.

## "WHEN A FELLER NEEDS A FRIEND"

An Illinois Manager woke up the other night and saw his elevator climbing skywards in bright red streaks. No one knows how the fire started, but the whole community knows that there was \$17,000 worth of grain on hand, with \$1,200 insurance to protect it. "I would have had the grain all out in ten days," was the old, old reason. Where would you be with a fire to-night—a careful man of business to be trusted with other people's property, or an object of pity? Try the "Grain Dealers Way" and you won't need your friends.

FITZGERALD & McCOTTER  
Western Managers  
Omaha, Neb.



C. A. McCOTTER  
Secretary  
Indianapolis, Ind.

INDIANAPOLIS, IND.

BETTER CONSTRUCTION — MORE CARE — FEWER FIRES

INCORPORATED 1877

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ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents  
of same at Cost.

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## TO SELL SHORT WITHOUT THE CASH GRAIN IS SPECULATION TO GO SHORT ON INSURANCE IS SOMETIMES SPECULATION

more often carelessness. Why take the chance? Check up your stocks and write or wire us for additional insurance.

Our short term plan will meet your requirements.

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THE CHEAPEST**

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WE GUARANTEE SATISFACTION**

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224 and 226 Randolph Street, CHICAGO

## Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 200 pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A 28-page marginal index is bound in front. Bound in cloth with leather back and corners.

ORDER FORM 43. PRICE, \$2.25

**GRAIN DEALERS JOURNAL**

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## CAR LOADING SPOUTS



When you want Flexible Grain Spouts, Bifurcated Spouts, or anything else in the line of Spouts for handling grain, remember us.

We manufacture a complete line of such spouting at the right prices quality considered.

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Terminal  
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now being  
built at Min-  
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